Table Linen Opportunities *for* January

Reg. Trade-Mark

Special lots of high-grade Damasks at prices based on costs of a year or more ago when they were purchased. In many cases these are priced at less than present cost of manufacture.

Lot No. I.—Over one hundred designs, mostly from our regular stock.

Napkins—$3.00, 3.65, 4.00, 4.50, 5.25, 6.00 up to 42.50 per dozen.

Table Cloths

2 x 2 yds, $4.00, 4.50, 5.25 to 16.00.
2 x 2½ yds, $5.00, 5.85, 6.50 to 19.00.
2 x 3 yds, $7.25, 7.75, 8.00 to 23.00.
2 x 4 yds, $10.00, 13.50, 14.00 to 32.00.
2¼ x 2¼ yds, $5.25, 7.25, 7.50 to 20.50.
2½ x 2½ yds, $6.75, 7.75, 8.00 to 30.00.
2½ x 3 yds, $9.75, 10.00, 11.50 to 37.00.
2½ x 4 yds, $14.00, 17.00, 19.00 to 49.50.

Lot No. II.—Twenty good designs in fine hand-made Irish Damask at a saving of more than 25% from our regular prices, which are considerably below today's market values.

Napkins—$8.25, 10.00, 11.25 to 36.00 per dozen.

Table Cloths

2 x 2 yds, $6.50, 7.50, 7.75 to 15.00.
2 x 2½ yds, $9.25, 10.25 to 19.00.
2 x 3 yds, $12.50, 12.75 to 23.00.
2¼ x 2¼ yds, $9.75, 11.50 to 14.50.
2½ x 2½ yds, $12.00, 12.25 to 30.00.
2½ x 3 yds, $14.50, 15.75 to 37.00.
2½ x 4 yds, $20.75, 28.75, 31.50.

All our regular stock of over five hundred designs at prices much below the current market prices.

Orders by mail given special attention.

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Fifth Avenue, 34th and 33d Sts., N. Y.

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NEDERLAND and ROTTERDAM
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SINGAPORE **CHINA** BATAVIA
Sailings from San Francisco Jan. 19, Feb. 2–16, etc.
Single $100 YOKOHAMA (2nd Cabin) $150 R.T.
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Trade Mark Reg. U. S., Canada, Gt. Britain, Patents
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Just Out. A New Song Book. Sample copy will demonstrate its value. Examination Copy Board 25c. Cloth 35c
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IN OVER A MILLION HOMES — **REFRIGERATORS** — MAINE MAN'F'G. CO. NASHUA, N.H.

A BIG BROTHER FOR THE NATURALIZATION APPLICANT

BY J. F. KANE

During a recent visit at a district court in New York the writer counted five applicants rejected within a short period, due to their complete ignorance of the simple information required of an applicant for citizenship in this country.

The judge, in a most sympathetic manner, asked questions in each case that should have been answered by any schoolchild who had studied even the rudiments of geography and civics. One intelligent-looking man, well dressed, and apparently the right kind to be welcomed in this country, was unable to state what body makes the laws for the Nation. He must have startled the judge, as he did the bystanders, when he admitted he did not know anything of the present conflict in Europe and was not at all interested in the outcome. His native country is fighting for its life on the side of the Allies.

Another, accompanied by a man who may have been a parasite lawyer who for a fee of some sort had guaranteed a free passage through the courts, failed miserably on his mental test, but, owing to the kindness of the Court, was given a second opportunity, this time showing an even more complete lack of necessary knowledge. This man looked in vain to his companion, who finally gave up his appeals to the Court and took his client away. It did not require a keen observation to see that the reject was utterly downcast, probably unable to tell just why he was not admitted. He had an ardent desire to become a citizen, whatever were his motives. He had obtained advice in the wrong place. He may possibly have paid a fee that was to "guarantee the rest." He gave up, dejected, and walked out of the court, possibly adding one more to the mass of malcontents, Anarchists, and others with grudges against the country. To the onlooker, however, it seemed that the kindly words of the judge should have encouraged him to make another effort at the proper time, and after proper and necessary study.

In the field of business we are seeing patriotic and successful effort being made by large and small companies and corporations to put into the minds of their employees the idea, the intention, to become citizens of this Republic.

The employers profited by assuring themselves of more contented help, and have made a distinct contribution to the country, not only in the citizens added, but in the attempt to introduce into the voting population a body of men who have been encouraged to think for themselves and to have sufficient regard for their new privilege to make an effort, at least, to avoid the evil of group voting and other sacrifices of that privilege.

The Y. M. C. A., by establishment of evening courses, is co-operating in New York with the work done by the Mayor's Committee on Naturalization, by the evening schools in New York and elsewhere. The various Chambers of Commerce in larger cities are establishing schools and courses.

The schools are doing their work. Where can the parent, foreign-born, more readily and agreeably obtain the fundamental knowledge of our institutions than from his child; provided the knowledge has been imparted to the child in the school? Re-

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A Big Brother for the Naturalization Applicant
(Continued)

spect for Government, interest in the simple duties of the citizen, can in this way be handed up to the man "too old to learn," and along the lines of least resistance.

There is one blemish in this rather pleasant outlook. The study of civics is not one of the interest-creating subjects, at least it was not in the writer's experience as pupil and later as teacher. A recent examination of books and pamphlets on the subject in the New York Library reveals a wealth of books filled with long paragraphs that quickly put to rout the most enthusiastic pupil. Given the material, accurate and complete as it is, interest can be created by the teacher who can and will "humanize" the subject-matter. To make assurance doubly sure, however, greater interest would be created and more progress made if one of our men in public life would put into popular appeal what is now given to those classes fortunate in having a teacher with unusual ability.

All these agencies are bringing results in hundreds and thousands of new citizens. The incident given at the outset of this article points out an opportunity for the layman who would be proud to have several new citizens to his credit. The man who is rejected in his attempt to join our citizenry would be loyal to the man who met him at the door, or elsewhere, and offered to act as his Big Brother to see him through. It might be that a member of such an organization, based upon the principles of the Big Brother Movement, could be assigned by the court to assist the would-be citizen and keep him out of the hands of an interested "friend" of the wrong type.

THE LAW AND THE JURY

It is not a true parallel which you drew in your comment upon the De Saulles murder case, between a prosecution for libel and a trial for murder with respect to the powers assumed by the jury. It is here that Lord Erskine contended that the jury had power to pass upon the law as well as upon the facts in a prosecution for libel; but the jury did not legally get that power until it was conferred by act of Parliament eight years afterwards, in 1792. That power has not yet been given by statute to a jury in a murder case. Neither in England nor in this country has it been determined by legislative authority that it is not for the court to define the crime of murder and to instruct the jury what constitutes a justification and what may be allowed as an excuse for killing a human being. If it be true, as you say, that in the exercise of discretion not formally given by statute the juries in America have established practical precedents which materially modify the criminal law, then the criminal law is in effect made by the jury, and made after the alleged crime has been committed. If democracy has given this power to the jury, it has given it not by act of the Legislature or decisions of the courts, but because leaders of public opinion and defenders of public morals, like The Outlook, are ready to accept without protest the verdicts of juries, and especially in cases where the dead man's character is peculiarly obnoxious, and do not support the courts in their earnest endeavor to maintain the high standards fixed by the law.

EDWARD Q. KEASBEY.

Newark, New Jersey.

BY THE WAY

"We who live on New Jersey railroads are indignant to see great piles of splendid fuel burned by the companies while at the same time they say they cannot carry coal enough to supply the needs of the poor." The fuel referred to by our correspondent consists of old ties and other wood waste which might, it would seem, easily be transported to a near-by town and put into the hands of people who are eager to get fuel of any kind. The excuse is offered, however, that bits of steel from the rails are embedded in these old ties and that this would make it difficult to saw them up for firewood. Perhaps Uncle Sam, our new railway president, can devise some way to use this good wood and stop the waste.

"When are we to leave?" is a question that is often asked in the soldiers' camps. One of the camp papers, the "Wadsworth Gas Attack," treats this ever-recurring question humorously. After a column of bogus interviews and rumors it prints this summary:

Number of persons interviewed	9,781
Number who knew exactly when we are going to leave	9,781
Number of persons who agreed on the date of departure	0

In the cargo of the wrecked steamer Mariposa, according to a despatch from the Pacific coast, was a shipment of two hundred barrels of "salt salmon." These, it was discovered when the accident happened to the steamer, contained, instead, bottled whisky. The camouflage was carried to the point of insuring the whisky as salmon, but it is reported that no attempt will be made to collect the insurance.

It is well known that Dr. Johnson's odd humor crept into some of the definitions in his great English Dictionary; for instance, he defined lexicographer as "a writer of dictionaries; a harmless drudge." His dictionary was first published in 1755. Another English dictionary, Bailey's, appeared many years before Johnson's, and it was so popular that several editions of it were printed after its rival appeared. Early editions of Bailey give, under Lexicographer, "a writer of a lexicon," etc. In a copy of the edition of 1766, however, picked up recently in New York, there is found added to this, "*also, a harmless drudge.*" Bailey's reviser of 1766, who was apparently not altogether harmless as a drudge, thus copied Dr. Johnson's pleasantry as a new definition!

"Several persons who have seen The Outlook's illustrated prospectus have advised me that the photograph therein printed as that of Mr. Herman Schneider is really the photograph of Mr. Ralph Adams Cram, the well-known architect. It may be that we are all wrong and you are right, but—etc." So writes a friend. All mistakes are possible in a world inhabited by printers and photographers, but as the picture referred to was sent to us at our request by Mr. Schneider himself, and as the editors of The Outlook can testify that it is a good likeness, we think that "several persons" have missed their guess in this matter. The case must be one of "doubles," like that of Napoleon the First, ex-President Roosevelt, and other celebrated personages who have discovered "twin brothers" not related to themselves.

A curious side-light on German standards of probity is found in a report of the case of Lieutenant Spindler, who commanded the German ship Libau, which landed Casement in Ireland and was captured. Spindler gave up £4 when taken prisoner, saying it was all he had. "When his captor asked, 'On your honor?' Spindler replied, 'No, no more.'" A search revealed twenty-one £5 notes concealed in his clothing. The Attorney-General asked him: "Do you think in the circumstances you were entitled to give an untruthful answer?" Lieutenant Spindler replied: "There may be different points of view—the point of view of an English officer and the point of view of a German officer." Volumes could speak no more.

The generosity with which Englishmen treat even unprincipled enemies is indicated by the decision in the above case. The prize court adjudged Lieutenant Spindler's concealed money forfeit to the Crown. It magnanimously granted him, however, out of it, a full month's pay—£26. The court returned in full to two other officers of the Libau the money which they had surrendered, as they had truthfully stated the amount they possessed.

When John H. B. Latrobe, whose Reminiscences are just published, was fourteen years old, in 1818, he went to West Point as a cadet. He started from his home in Baltimore at eight o'clock on a steamboat for Frenchtown; went by stage to New Castle, where he slept; took another steamboat to Philadelphia and arrived there about noon. The next day a steamboat took him to Trenton, and a stage to New Brunswick, where he stayed overnight; another steamboat landed him in New York. Finally an Albany sloop carried him to West Point in time for breakfast the next day—the fourth of his journey. By this time his trip, he says, "had grown as important in my eyes as though I had been Hendrik Hudson himself, seeking a highway to Cathay."

Young Latrobe left West Point without graduating, and became a successful lawyer. He met many distinguished men, among them Daniel Webster. He tells this story illustrating Webster's familiarity with Shakespeare: The question was asked whether shoes were made right and left in Shakespeare's time. Webster settled the question by quoting the passage in "King John" in which the tailor tell his news—

> "Standing on slippers which his nimble haste
> Had falsely thrust upon contrary feet."

"The greatest of all the great men with whom it has been my fortune to be associated or be acquainted with," wrote Mr. Latrobe, "was certainly Daniel Webster."

Among the demands of factory workers in Russia, according to a recent investigator of conditions there, were these: For a six-hour working day; for ten minutes' rest after each hour of work; for a two-hour interval at midday for lunch; and for two months' vacation each year on full pay. These demands are scarcely outdone by the suggestion of an American humorist that he would like his work to consist of coming down on Saturday to draw his pay.

"The women are delighted with their new uniforms, new jobs, and new independence." So said one of the eight women conductors who were recently added to the force of the Brooklyn Rapid Transit Company. The company's officials and the public are also pleased with the way the women handle the cars. A new standard of politeness in dealing with passengers may be expected by a long-suffering public if women continue to occupy these positions.

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"Want" advertisements, under the various headings, "Board and Rooms," "Help Wanted," etc., ten cents for each word or initial, **including the address for each insertion.** The first word of each "Want" advertisement is set in capital letters without additional charge. Other words may be set in capitals, if desired, at double rates. If answers are to be addressed in care of The Outlook, **twenty-five cents** is charged for the box number named in the advertisement. Replies will be forwarded by us to the advertiser and bill for postage rendered. Special headings appropriate to the department may be arranged for on application.

Orders and copy for Classified Advertisements must be received with remittance ten days before the Wednesday on which it is intended the advertisement shall first appear.

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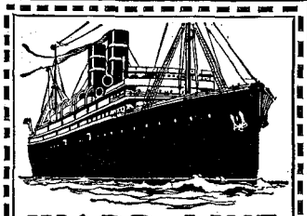

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Doylestown, Pa. An institution devoted to the personal study and specialized treatment of the invalid. Massage, Electricity, Hydrotherapy. Apply for circular to ROBERT LIPPINCOTT WALTER, M.D. (late of The Walter Sanitarium)

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A Private Home for chronic, nervous, and mental patients. Also elderly people requiring care. Harriet E. Reeves, M.D., Melrose, Mass.

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Do you want
Rest, Country Life,
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Constructive Physical Training
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Health?

If so, ask your physician about

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Ask *us* what we are doing and send for a copy of our book.

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Private Hospital

For Mental and Nervous Diseases

Comfortable, homelike surroundings; modern methods of treatment; competent nurses. 15 acres of lawn, park, flower and vegetable gardens. Food the best. *Write for booklet.*

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Wayside Inn NEW MILFORD Litchfield Co., Conn.
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Mrs. J. E. CASTLE, Proprietor.

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HOTEL PURITAN
Commonwealth Ave. Boston
THE DISTINCTIVE BOSTON HOUSE
Globe Trotters call the Puritan one of the most homelike hotels in the world. Your inquiries gladly answered and our booklet mailed
O'T. Costello, Mgr.

If You Are Tired or Not Feeling Well you cannot find a more comfortable place in New England than

THE WELDON HOTEL
GREENFIELD, MASS.

It affords all the comforts of home without extravagance. Outdoor sports if desired. Good sleighing and skating is now being enjoyed.

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HOTEL JUDSON 53 Washington Square
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Hotel Le Marquis

31st Street & Fifth Avenue
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Combines every convenience and home comfort, and commends itself to people of refinement wishing to live on American Plan and be within easy reach of social and dramatic centers.

Room and bath $3.50 per day with meals, or $2.00 per day without meals.

Illustrated Booklet gladly sent upon request. JOHN P. TOLSON.

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The Manor
Albemarle Park
Asheville, N.C.
in "The Land of the Sky"

A perfectly charming English Inn. Southern hospitality, homelike informality, perfect service, concentrated comfort—in an atmosphere of refinement and taste.

Perfect Golf in a Perfect Climate

All Other Sports in Perfection.
Open the year round.

Write for Booklet "O." *Make Reservation.*

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Can accommodate guests who wish to rest and live outdoors in the ideal winter climate of the high pine and sand country. Excellent food and care. Furnished bungalows.

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T. EDMUND KRUMBHOLZ

CAMDEN, S. C.

Sunny Rooms in Colonial House
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Delightful Gardens, Opposite Golf Club
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High class hunting dogs, also farm and watch dogs and pups. A specialty of all breeds. Pigeons, Ferrets, Rabbits, Guinea Pigs, Hogs. Stamp for circular and reply.
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WANTED—Capable, refined young woman (20 to 30), Christian, of pleasing address, good handwriting, with knowledge of stenography and bookkeeping, as secretary in a dental office. Only best references considered. $15 to begin. 5,561, Outlook.

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CAFETERIA managers, dietitians, matrons, housekeepers, secretaries, governesses, mothers' helpers. Miss Richards, 49 Westminster St., Providence. Boston, Thursdays, 11 to 1—16 Jackson Hall, Trinity Court.

WANTED—About February 1. To meet problem of supplementing family consisting of father obliged by business to be away at times, daughter of nineteen just home from school and busy with war work, and daughter (sixteen) away preparing for Bryn Mawr, wish well-bred woman of tact and vision, efficient home-maker, able to become friend of daughters. Living with family unnecessary while in city during winter. Family live very simply. College woman, musical, preferred. *An interesting work worth doing well.* Write, giving information you would wish yourself, 5,564, Outlook.

WANTED—A lady of good birth as housekeeper and housemother. Must be domestic science graduate. One cooking class daily. Write, giving full particulars and references, 5,566, Outlook.

WANTED—Mother's helper. Must have good reference. 5,571, Outlook.

Teachers and Governesses

WANTED—Competent teachers for public and private schools and colleges. Send for bulletin. Albany Teachers' Agency, Albany, N. Y.

COLLEGE and normal school graduates, men and women, needed for positions open January 1, 1918, and later. Address THE INTERSTATE TEACHERS' AGENCY, Macheca Bldg., New Orleans, La.

WANTED—Young man with experience as companion and tutor for boy fifteen years old. Will want the right kind of man for some time to come. Reference exchanged. Charles H. Wilson, Pittsfield, Mass.

TEACHERS desiring school or college positions apply International Musical and Educational Agency, Carnegie Hall, N. Y.

SITUATIONS WANTED

Companions and Domestic Helpers

WIDOW, 35, desires position as housekeeper, companion, or as mother's helper. 5,558, Outlook.

HOUSEKEEPER, experienced, wants position in hospital or school. 5,559, Outlook.

ACTIVE, refined, middle-aged lady wishes position. Helper, congenial family adults. 5,560, Outlook.

LADY will give services as companion in traveling for all expenses paid. Educated, refined. References exchanged. 5,563, Outlook.

WOMAN of unusual ability and experience desires management of household or institution where interest and devotion to duty would be appreciated. Could bring servants. 5,565, Outlook.

COLLEGE girl who has lived several years in Europe desires position as companion and secretary, preferably to go West or South for the winter. 5,567, Outlook.

REFINED, well-educated woman desires position as companion or secretary to convalescent or elderly person going South or to California. References. 5,572, Outlook.

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TEACHER.—Experienced teacher of music (Fletcher method) for children at residence or studio. 501 W. 121st St., N. Y. City.

ART curator or superintendent, by middle-aged woman of long experience. 5,569, Outlook.

MISCELLANEOUS

M. W. Wightman & Co. Shopping Agency, established 1895. No charge; prompt delivery. 44 West 22d St., New York.

THE Red Cross needs nurses. The Cooley Dickinson Hospital, Northampton, Mass., can train you. Send for information. A small hospital, excellently managed. Corps of experienced graduate nurses direct training school. University extension work for our school in Smith College Laboratory.

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[*Advertisement*]

Saving the Money That Slipped Through Their Fingers

How an Investment of $2.00 Grew to $7,000 in Seven Years Without Speculation

By Arthur H. Patterson

MR. AND Mrs. B. live in Connecticut. He is a clerk in the office of a manufacturing plant. They have been married ten years and for the first three years of their married life they not only failed to save but actually went in debt over $400. They now have two children, own a comfortable cottage home which is appraised at $3,500 and is clear and free. They have savings-bank accounts of $1,800 and $1,700 invested in 7% preferred securities. And every dollar of this money has been saved from salary during the past seven years, an average of $1,000 per year.

I am going to tell you their story, or rather let Mr. B. tell it as he related it to me. If you are facing the crisis in your affairs which the B.'s faced in those early days of married life, it may help you to meet it and come off victorious.

Listen to what Mr. B. says:

I am now 37 years of age; married and the Daddy of two children. When I was married I had exactly $750 on hand in cash, inherited from my father's estate. Up to that time I never saved a nickel and if this money hadn't come as a windfall, we could not have been married. I held a good position and was earning $2,000 a year. That was in 1907. For the next three years Jane and I just let things run along, living comfortably on my salary. The $750 which I inherited went for furniture and home needs and we did manage to buy—on the spur of early married ambition, perhaps—$300 more of furniture which we paid for out of my salary. But all the rest of it went for clothing, rent, food, amusement, books, cigars, etc. We spent it as it came and it was always a race between our cash and our bills to see which would be on top at the end of the month. Usually the cash lost. But the bills didn't press or worry me. I ran accounts with tradesmen who knew me and knew I was good for it. But gradually the bills distanced the cash and at the end of three years I was in a hole just $400; and then the situation grew serious because we had a baby and in order to pay the emergency bills of the occasion, I had to let my other creditors wait and they became restless.

Jane and I had tried time and time again to live within my salary and save a few dollars, but it wasn't any use. We lacked the backbone somehow and didn't have the necessary system to help us see it through. One day I came across a remark made by James Hill, the railroad builder, and it set me thinking. It burned itself into my brain. It was this:

"If you want to know whether you are going to be a success or failure in life, you can easily find out. The test is simple and infallible. Are you able to save money? If not, drop out. You will fail as sure as you live. You may not think so, but you will. The seed of success is not in you."

I went home and that evening Jane and I had a long heart-to-heart talk. We sat up until one o'clock, studying, planning, debating, wondering how we could change our shiftless, easy-going habits so that we could feel that we were going to be classified with the successful ones and not the failures.

We made up our minds that from that night on not a penny would be spent for other than bare necessities until every debt had been paid. We resolved to live on half my salary, reasoning that if other people whom we knew could live respectably on $1,000, there was no reason why we shouldn't. Then Jane said: "We ought to keep a cash account and put down just where the money goes. We can't go by guesswork any longer. We've been living that way for three years. We'll begin now to keep a record of our money."

What Jane said brought to my mind an advertisement which I had seen only a few days before, about an Expense Book for family accounts. So I got the magazine and found the ad. It told about the Economy Expense Book for personal and household accounting. The description told me that it was exactly the thing we needed and before going to bed I wrote a letter ordering a copy. In a few days it came, and Jane and I had an interesting session studying it and entering the Cash and Expenditure Items which we had been keeping tab of since the midnight resolution.

That book taught us something about the science of home economics. We learned, for instance, that in a properly arranged budget a man earning the salary I did could save, without stinting, at least 30% of his salary. But we were beating that figure. We had raised the ante to 50% and that without suffering for a single need. Of course, we had cut out the theatre, the cigars, the expensive lunches and we'd begun to get acquainted with some of our discarded clothes all over again. And I learned that rent consumed in the balanced budget 17½% (which was about our cost); food was 25% and we cut it to 21%; clothes 17% we chopped to 5% that first year and it never rose over 10% the first four years.

We started on the new system in April, 1910. The following April when we balanced the books for the first year we found this result: Every single bill paid and $653 in the savings bank! Glorious! We were out of the woods and for the first time in my entire business career I had visions of success on which I could actually stand without breaking through into the quicksands of despair. We celebrated that night in good style with a dinner and the theatre and that's become part of the program ever since—the annual dinner of the board of directors, Jane calls it.

The rest is easy. We were on the right track and once started nothing could turn us back.

We stuck right to the original program for three years, living on half my salary and saving the other half. Then I got a raise of $250 and that made it quite a bit easier. A year ago I got another raise, bringing my salary up to $2,500, where it now stands.

I've never had the least trouble, since starting on the first page of my first copy of Woolson's Economy Expense Book, in living within my income and saving money. That book brought us, not only independence, but it changed me from a worried, half-baked existence into a self-respecting, successful man. I am in a position, as the result of our joint efforts, where I need look to no man for favors; and further than that, my success has brought us into a circle of friends, both business and social, who value us because we are looked upon in our town as "worth while" and "the sort who are getting ahead."

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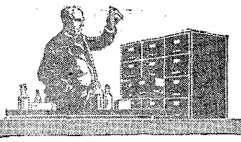

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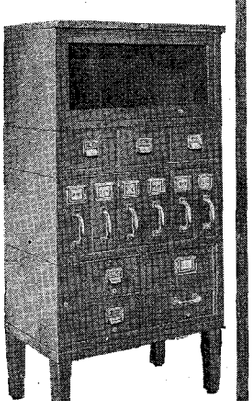

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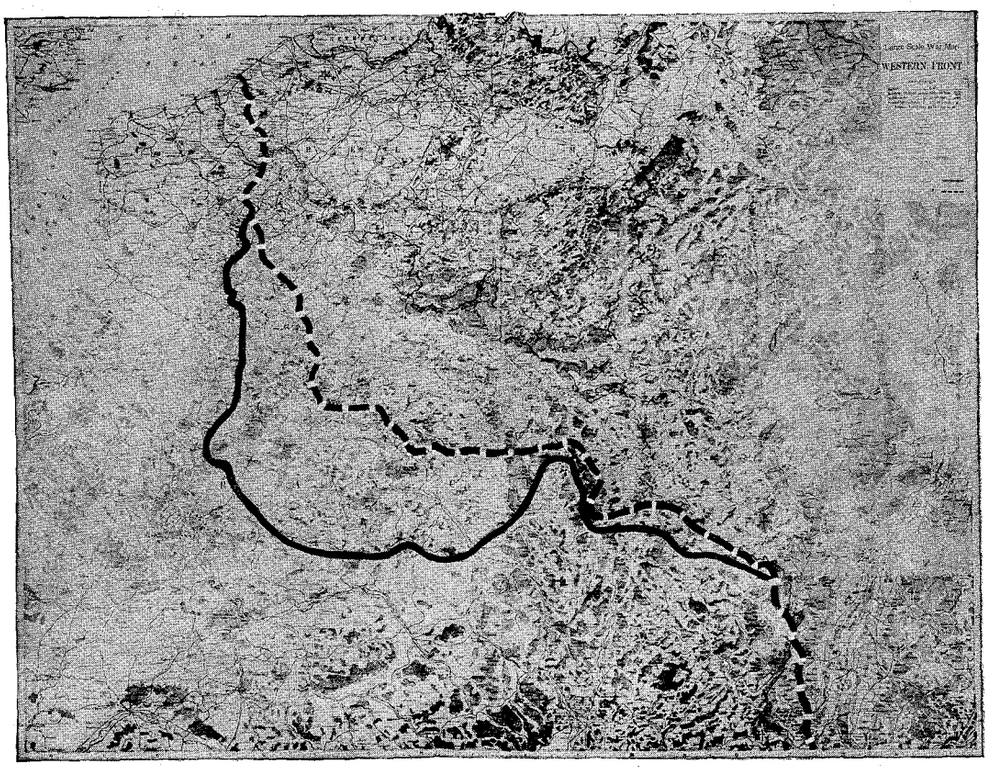
How Germany Will Be Beaten

What the Map Reveals. Where Will the End Come? What is the Outlook for 1918

At the end of 1916 Germany realized that she was weakening. Something desperate had to be done. Hardly had 1917 dawned, when unrestricted submarine warfare was declared. It was thought that in 60 days England would be starved—brought to her knees. But instead of eliminating England, the Central Powers added the United States to their list of enemies. When the full force of America's resources and fighting power is brought home to Germany she will realize that her submarine warfare was the most colossal blunder in all military history.



Complete Map of Western Front FREE. See Coupon

At present, Roulers, which is 12 miles from Ypres and 57 miles from Waterloo, is the "solar plexus" of German control over the seacoast of Belgium. By next summer it seems certain that artillery and infantry pressure will beat down German resistance in this sector.

With the fall of Roulers will come a vast Teutonic retreat, the surrender of the submarine bases at Ostend and Zeebrugge, the beginning of the collapse of German power in Belgium.

As the battle line struggles forward from day to day it is interesting to know why the Allies manœuvre for positions south of Dixmude, why they fight so bitterly around Lens and prepare so craftily to drive east on Lille, and north on Rheims. It is to sweep the Germans out of Belgium! Once out of Belgium, Germany's cause is as lost as a penny at the ocean's bottom. And no one knows this better than the Kaiser.

But the war will end, and end quickly, when Germany is compelled to vacate the Lorraine and the Metz Valley. Germany's greatest source of iron is the mines of Lorraine. Without these mines she would not have sufficient iron for her needs. Her supply of shells would commence to dwindle, her railroads go to pieces so that transportation would fail, her guns would soon wear out and could not be replaced.

The Value of Maps

In order to follow the battle lines intelligently, in order to appreciate fully the significance of every move of the armies, in order to see clearly what your newspaper reports mean, it is necessary to have a complete set of world maps. Nothing is so discouraging as to read of towns we know nothing about—have no idea of their position in relation to other towns or the battles being fought.

To meet the present emergency for a complete set of world maps, Doubleday, Page & Co. is now offering a new War Atlas, containing 240 pages of maps—political, economic, geographic, vegetation, population, language, racial, physical, historical. This remarkable Atlas shows the history of the world by maps, and enables one to understand the racial prejudices that caused the present war. It answers every question you can ask about the world and its making. No home—especially where there are children—should be without this Atlas. To those who purchase the Atlas now, a complete set of After-the-War Maps will also be sent, without charge.

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As an added inducement for prompt action, purchasers of the Atlas will receive a new map of the Western Front, showing over 7,000 places, completely indexed. In addition to 7,000 towns, cities, and hamlets, this map gives all woods, fortresses, fortified towns, naval arsenals, forts, redoubts, batteries, aircraft depots, wireless stations, and railways. This remarkable map measures 28 x 36 inches, but folds into a convenient cover 5½ x 7½ inches, just right to carry conveniently in the pocket for frequent consultation. Over twenty-five thousand of these maps have been sold at $1.00 each.

The war must be won or lost in France and Belgium. It is there that are found the great bulk of the contending forces of the most powerful belligerents, and a decision can be gained only by the defeat of one of this group. It may aid a decision to defeat minor proportions of forces in a subsidiary field. But the object of war is the elimination of armies, and as long as the bulk of an army is still in the field as an effective fighting force, a decision has not been reached. Therefore, as the fighting on the western front goes, so goes the war. Conclusions logically drawn and based on known conditions on this front may then be considered to apply to the war situation as a whole. The importance of a complete map of the Western Front can, therefore, be clearly seen.

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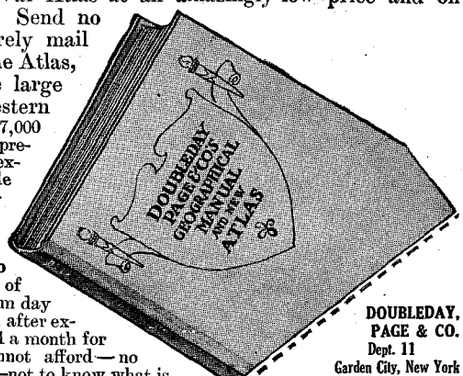

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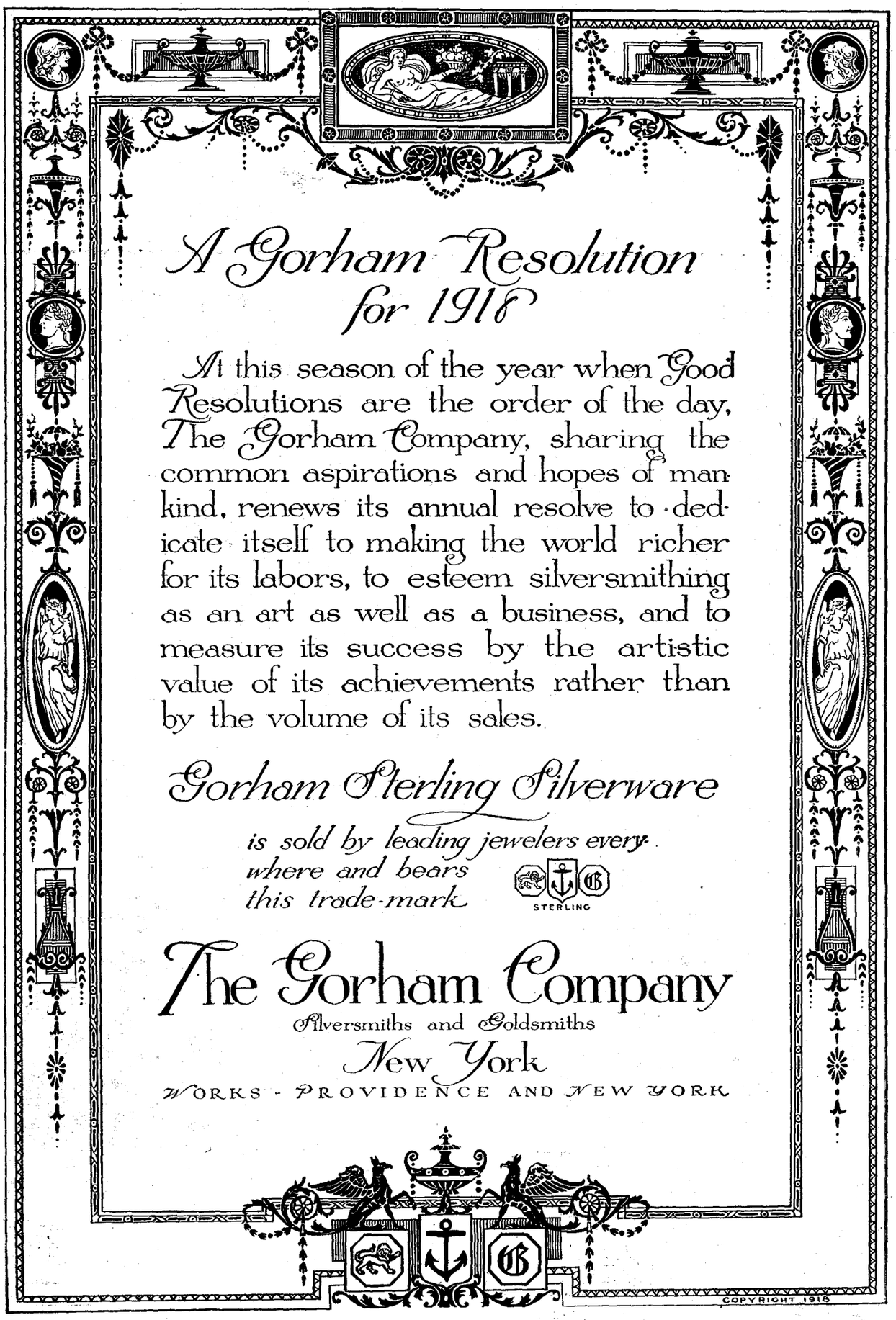

A Gorham Resolution for 1918

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The Outlook

JANUARY 16, 1918

Offices, 381 Fourth Avenue, New York

On account of the war and the consequent delays in the mails, both in New York City and on the railways, this copy of The Outlook may reach the subscriber late. The publishers are doing everything in their power to facilitate deliveries

"The best articles on our new army camps that I have yet seen." So speaks one of our readers in a personal letter about Dr. Joseph H. Odell's four articles already published in The Outlook dealing with the life and conditions of our American camps and cantonments.

A fifth article, bearing the title "The Miracle of Democracy," will appear next week in The Outlook (issue of January 23).

What is this miracle? Dr. Odell puts it in a few words. "The cantonments are probably the most contented and cheerful spots in America, where laughter, cheers, and songs ripple or ring through the air a hundred times a day." The article gives a lively, entertaining, and eminently optimistic view of the men and the camps, of the relation of the soldiers to one another and to the country.

THE WEEK

GENERAL CROWDER ON THE SELECTIVE DRAFT

The result of the reclassification of the men who are registered under the Selective Draft Law will not be definitely known for several weeks. It is interesting, however, to record General Crowder's estimate of the number of men who will be put in Class 1, and passed as physically fit. This number General Crowder sets as close to one million, and states his belief that this number will be large enough for any call in present prospect.

General Crowder advocates adding to those now liable under the Draft Law men who are arriving at the age of twenty-one, and estimates that this would result in a yearly increment of at least seven hundred thousand men. With such an increment, he says, "there is certainly no immediate necessity of going beyond Class 1 in future drafts. This is a consummation most to be desired. It removes from consideration the most troublesome problems of the draft, and places us in a most enviable position among belligerent nations."

We believe that General Crowder is right both in his recommendation and in his statement that this is a consummation to be desired, but we believe that the country should not lose sight of the fact that this desire may not be realized. When we think of the depletion of man strength in England and France, we should be slow to prophesy that the war will be over before we are called upon to make a similar sacrifice, even though it may seem unlikely that the United States will have to draw as heavily on its men as France or England has done. This is not a counsel of pessimism, but a counsel of caution.

General Crowder also gives some interesting figures concerning the workings of the Draft Law. Half of the men called under the law claimed exemption, and seventy-eight per cent of these claims were granted, showing that a comparatively small per cent of fraudulent or inadequate claims were filed. Seventy-four per cent of those released were released on the ground of having dependent relatives, twenty per cent because of alien birth, and six per cent on vocational grounds.

THE DRAFT LAW DECIDED TO BE CONSTITUTIONAL

The Supreme Court of the United States has unanimously affirmed the constitutionality of the Draft or Conscription Act requiring citizens to render their country military service in time of need. The Constitution of the United States provides that Congress has power "to declare war, . . . to raise and support armies, . . . to make rules for the government and regulation of the land and naval forces, . . . to make all laws which shall be necessary and proper for carrying into execution the foregoing powers." The contention that Congress has no power to exact enforced military duty by the citizen under this clause gets but scant respect from the Court. It says:

> This but challenges the existence of all power, for governmental power which has no sanction to it and which can only be exercised provided the citizen consents is in no substantial sense such a power. It is argued, however, that, although this is abstractly true, it is not concretely so because, as compelled military service is repugnant to a free government and in conflict with all the great guarantees of the Constitution as to individual liberty, it must be assumed that the authority to raise armies was intended to be limited to the right to call an army into existence, counting alone upon the willingness of the citizen to do his duty in time of public need—that is, in time of war. But the premise of this proposition is so devoid of foundation that it leaves not even a shadow of ground upon which to base the conclusion. It may not be doubted that the very conception of a just government and its duty to the citizen includes the reciprocal obligation of the citizen to render military service in case of need and the right to compel it. To do more than state the proposition is absolutely unnecessary in view of the practical illustration afforded by the almost universal legislation to that effect now in force.

The Court finds in the history of England, the American colonies, and the Confederate States of America illustrations of and support for this fundamental right of the Government, which is indeed essential to its preservation. The illustration from the Confederate States is interesting because they carried the doctrine of political individualism to its extreme. Nevertheless:

> The seceding States wrote into the Constitution, which was adopted to regulate the Government which they sought to establish, in identical words the provision of the Constitution of the United States. And when the right to enforce that instrument, a selective draft law which was enacted not differing in principle from the one here in question, was challenged, its validity was upheld, evidently after great consideration, by the courts of Virginia, of Georgia, of Texas, of Alabama, of Mississippi, and of North Carolina, the opinions in some of the cases copiously and critically reviewing the whole grounds which we have stated.

The official report of this decision has not reached us as we go to press, and our quotations are taken from the newspaper reports of the decision. It is difficult for us to conceive how any other view could ever have been seriously argued by any one familiar with Constitutional law or the Anglo-Saxon principles of free institutions.

AMERICAN SOLDIERS AND FOREIGN DECORATIONS

A clause in the Federal Constitution, taken from the Articles of Confederation, reads: "No Person holding any Office

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of Profit or Trust under them [the United States] shall, *without the consent of the Congress*, accept of any present, Emolument, Office or Title, of any kind whatever, from any King, Prince or foreign State." Whatever right the American colonies, a century and a half ago, had to feel as they did has certainly been changed by existing events. Those (not "persons holding any office of profit or trust under them") who have been in the American Ambulance Service in France report the exceeding benefit not only to those who receive but to those who bestow the medals conferred by the French Government. We quote from a recent letter:

> "The General commanding the 120th Division of Infantry cites, at the order of the division: ——, American Volunteer of S. S. U. 29, has given proof, in the course of operations at Hill 304, of great devotion; he particularly distinguished himself on the 1st and 2d of August, 1917, in carrying out his duties as driver of an ambulance evacuating a large number of wounded over a road in view of the enemy and incessantly bombarded."
>
> Yes, this is a citation, and in consequence yesterday, in view of the entire 38th regiment—3,000 men—I with five other Americans and several Frenchmen had the famous *Croix de Guerre*, with a little silver star on the ribbon, pinned on my chest. Mine was the second one awarded of the six, following the *sous chef*, and our lieutenant tells me I got the best citation. I suppose this sounds a bit egotistical to say the least, but it means a great deal to me, as it marks the culmination of a hope which began even before I sailed. . . . I hope it can mean as much to you all as it does to me.
>
> I think I shall never forget yesterday—it will always stand out as a red-letter day in my memory. After the decorations they gave us a most signal honor, as the General ordered a special salvo of the "Marseillaise" by the regimental band for us, and then allowed us to stand beside him and review the entire regiment in full equipment. I think we were about the first representatives of the Field Service to be so honored, as such procedure is practically never followed except for decorations with the Legion of Honor or the *Médaille Militaire*. . . .
>
> I wish you could feel the thrill of the great French anthem and see hundreds and hundreds of men marching by. The latter you have seen in the movies, equipped in their regalia and steel helmets, but the real thing is many, many more times inspiring.

Surely France and our other allies would feel more than ever drawn to us if by conferring decorations upon our actual soldiers in the field they might thus give expression to their gratitude for what we are doing for them. And, on our side, we might as well realize that it is sometimes as fine a thing to accept as to bestow. We would inevitably be drawn to our allies more than ever by their quick courtesy in conferring a decoration on our men where due.

For these reasons we are glad that Senator Lodge's bill allowing American soldiers in this war to accept medals and decorations from foreign governments has been reintroduced. It passed the Senate at the recent session. It should pass the House at this session and become law.

WHAT DO THE SOLDIERS READ?

The campaign to raise a million dollars for the use of the Library War Service of the American Library Association is an event recent enough to make the account of what is being done in one particular military encampment in the direction of providing reading matter for the soldiers of particular interest.

At Camp Sherman, in Chillicothe, Ohio, there has been established in every Y. M. C. A. and Knights of Columbus building a library of from five hundred to a thousand books, managed just as any library would be, with a catalogue and a charging system, though, of course, of the simplest kind. There is a good supply of periodicals in each of these buildings—there are nine branch libraries in the cantonment—and copies of every newspaper published in Ohio and western Pennsylvania, so that the men have access at all times to news from home.

The library work at Camp Sherman has been in charge of Mr. Burton E. Stevenson, Librarian of the Chillicothe Public Library. His chief assistant has been the daughter of the major-general commanding the camp. Work was started in developing a library system in June, when the first troops arrived. At the present time there are over ten thousand books in the branch libraries, and as many more in the main American Library Association building, which has recently been opened and which is the center of the whole camp library system.

Of the books desired by the soldiers Mr. Stevenson says:

> When I started this work in June, I had some very plausible theories about the kind of books the men would want, but I soon discarded them. We have had requests here for every sort of book from "some books by Gene Stratton-Porter" to Boswell's "Life of Johnson" and Bergson's "Creative Evolution." We have had requests for Ibsen's plays, for books on the valuation of public utilities, on conservation, on sewage disposal: we had so many requests for "A Message to Garcia" that I had a supply mineographed. In one building there were so many requests for books on religion and ethics that we set up a small reference collection there.
>
> Broadly speaking, of course, most of the men read fiction; and most of them prefer exciting, red-blooded fiction—detective stories, adventure stories, and so on. But there is also a steady demand for Conrad and Wells and Hardy and Meredith. Poetry is also in demand, and good books of travel go well. The only kind of books we don't want are the salacious, *risqué* kind—they have no place in our camp libraries. And we don't care for unattractive, cheap editions, with yellow, muddy paper and flimsy binding. We want attractive books—nice, clean copies of good editions—and the more of these we get the better service we can give the men.

Mr. Stevenson recently conducted a test to determine the names of periodicals with the widest popular appeal for the soldiers. He posted a list of periodicals in each library building with the following note of instruction: "Place one tally after those you would like to have in this building. Please play fair and do not tally more than twenty magazines." Thirty-one periodicals under this test received more than twenty-five votes apiece. Those that received more than forty votes, as arranged in alphabetical order, and including as nearly as possible half the list, are:

> The "American Magazine," the "Army and Navy Journal," "Collier's Weekly," "Everybody's," "Judge," "Leslie's Weekly," "Life," the "Literary Digest," the "Metropolitan Magazine," "The Outlook," "Physical Culture," "Puck," "Review of Reviews," "Saturday Evening Post," "Scientific American," and "The World's Work."

The three receiving the most votes were "Life," the "Saturday Evening Post," and "Judge."

The library at Camp Sherman needs books, as do all the thirty-two camp libraries throughout the country. Books for the camp libraries can be left with the public libraries which exist in practically every town and city of the United States. They will be forwarded to the places where they are most needed.

WHERE AND HOW SHALL MUNITION WORKERS LIVE?

Bridgeport, Connecticut, has since the outbreak of the great war been confronted by a housing problem of tremendous proportions. Thirty thousand or forty thousand people were added to the population of that city within a few months. Today, according to a report by the National Housing Association, not another laborer can be accommodated in that city. Yet on January 1 a new munitions plant, for which the United States Government has provided two millions and a half for the housing of its machinery, was expected to begin work. Unless additional housing is provided for the men of the new plant, the only way in which it can be operated is by taking men out of existing plants which are already working below capacity.

This is but a typical instance of the need of the adoption of an intelligent housing policy by our Government, a matter which has already received the serious attention of the Council of National Defense, but which has not yet passed beyond the stage of an official report.

The National Housing Association rightly believes that the situation demands immediate action, and definitely recommends that certain specific things be done. It advocates the establishment of a Housing Administration by the Federal Government, and the placing of this Administration in direct charge of the housing of all workers in the war industries of the country. It recommends that Congress empower the President to loan

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Government money upon proper security to employers of labor and to other agencies for the housing of workers in industries producing goods, in the opinion of the President, necessary for the successful conduct of the war. It advocates that the President be empowered to build houses for sale or rent, buy and condemn land, and take all necessary steps for the development of communities in which workers in such industries are to live.

The National Housing Association further recommends that immediate steps be taken, without waiting for action by Congress, to do the preliminary work of research and organization necessary for the development of the large programme which it advocates.

It points out what seems to us an essential feature of this programme, namely, the need of guarding against the erection of housing accommodations of such a relatively unsatisfactory character that they cannot assure living conditions good enough to attract and hold a steady, contented, and efficient force of workers.

The development of such a governmental housing programme would largely influence industrial living conditions for many years to come, a fact which can be given proper attention without sacrificing the interests of the country in the present war. Says the National Housing Association in its recommendation to the President:

> It is important, if the Government investment in enterprises of this kind is to be protected for the future, that the development should be of such a satisfactory nature as to hold occupants after the war is over. Communities developed along scientific, economic, and attractive lines would have this great advantage not only over temporary housing, but over the type of quick-selling commercial developments erected by the ordinary speculative builder.
>
> Moreover, the enormous influence which these housing developments under Government control will exert, by way of example, either for good or for bad, upon the general trend of industrial housing in the United States is a matter of great moment. To permit the stamp of apparent Government approval to be placed upon mediocre or inferior industrial housing enterprises would give the most discouraging setback to the National movement for better housing.

The situation is one which demands immediate action along the general lines laid down by the National Housing Association.

FIRST STEPS IN GOVERNMENT OPERATION

Weather seems to be combining with the war in creating and intensifying difficulties of transportation. No sooner had the East dug itself out of a heavy snowfall and begun to find relief from an almost unprecedented period of intense cold than the Middle West found itself in the grip of a blizzard that partly blockaded its cities and interfered with the movement of trains.

The real difficulties encountered by the railways, however, have been produced by conditions much more profound than those of the weather; and it is with these profounder difficulties that the United States Government, under the direction of Mr. McAdoo, the Secretary of the Treasury, is contending. The real task is to make the railway systems of the country one system. What that means Mr. Theodore H. Price picturesquely states elsewhere in this issue.

To this end of unification Mr. McAdoo has created an official Board which will act as the Director-General of Railroads' cabinet. This Board consists of John Skelton Williams, Controller of the Currency, whose special task will be to deal with the financial problems of Government operation; Hale Holden, President of the Chicago, Burlington, and Quincy Railroad (the only member of the retiring Railroads' War Board to be a member in this new official Board), who will have certain special office tasks; Henry Walters, Chairman of the Board of Directors of the Atlantic Coast Line; Edwards Chambers, Vice-President of the Santa Fé Railroad and head of the transportation division of the United States Food Administration; and Walker D. Hines, Chairman of the Executive Committee of the Santa Fé and Assistant to the Director-General of Railroads. This new Board supersedes that which was organized voluntarily by the railways and which did all that was possible to be done for unifying the systems of the country under private management. In accepting the request of its members to bring the work of this voluntary committee to a close, Mr. McAdoo expressed his "admiration of the fidelity and effectiveness" of their earnest and unselfish application to their problem.

The Director-General has ordered the carrying out of measures for ending congestion on the railways—measures which could be enforced only by the Government of the whole Nation. He has ordered repairs on rolling stock, such as cars and engines which are now partly crippled and idle. What a private railway company might not be able to afford to do the whole Nation in this case can do without question. The Director-General has also designated this week as "freight clearance week." There are thousands of freight cars standing loaded on sidings because the goods in them have not been taken out by the persons to whom they have been consigned. In some cases the goods have been sold, and resold, and resold again several times while they have been stored in the freight cars. This, of course, reduces the capacity of the railways enormously. The Director-General of Railroads has designated this freight clearance week in order to release the needed cars.

On January 4 the President addressed Congress, asking for legislation to guarantee the stockholders and creditors of the railways "that their properties will be maintained throughout the period of Federal control in as good repair and as complete equipment as at present;" and he suggested that, as a basis, compensation be provided by the Government equivalent to the "average net railway operating income of the three years ending June 30, 1917."

Simultaneously with the President's address, there was introduced into Congress a bill putting the President's recommendations into legal form and providing for a "revolving fund" of a half a billion dollars, out of which payments for the expenses of Government operation should be made and into which income from operation should be put.

We print elsewhere a statement from Mr. Gompers, President of the American Federation of Labor, concerning organized labor's attitude toward this new Governmental undertaking.

REVISING THE TAX LAWS

The tax bills passed at the last session of Congress have come in for more criticism than perhaps any other measures passed since the war emergency began. There has been a notable lack of criticism of the size of the burden which they place on the country, but very serious criticism of the manner in which this burden has been distributed. These tax measures have also been justly criticised as bad pieces of legislation on the ground that their provisions are couched in terms difficult of interpretation and application.

Senator Smoot, of Utah, has introduced a bill to recast the income and war profits taxes passed at the last session of Congress in the direction of simplicity and the removal of part of the unfair discrimination which the present Acts undoubtedly contain. Senator Smoot's bill would levy the normal income tax at two per cent, and an additional tax graded from one per cent on net incomes in excess of $5,000 up to sixty-three per cent on the amount by which the income exceeds $2,000,000. It would levy a flat rate of eight per cent on corporation net incomes above two thousand dollars. In addition to this, Senator Smoot's bill would levy a surtax of from ten to eighty per cent upon corporation war profits. The lowest surtax is ten per cent on war profits not in excess of ten per cent of the pre-war profits of any trade or business. The highest is eighty per cent of the amount by which such war profits exceed by one hundred per cent pre-war profits.

The pre-war period designated in Senator Smoot's bill comprises the years between 1909 and 1913 inclusive. Out of these five years, the two years in which the profits of a trade or business were the greatest and the least, respectively, are first excluded. It is on the average annual profits of the three years that then remain that the pre-war profits are calculated. It is the excess of present profits over these pre-war profits on which the excess profits tax is based.

In addition to the general changes which we have described

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the proposed amendment repeals the provisions of the War Revenue Act creating a zone postal system and increasing the postal rates on second-class matter. Senator Smoot apparently believes that his methods have a chance of passing both houses of Congress and going into effect before the time comes for collecting income taxes for the present year. We believe that the passage of Senator Smoot's bill in substance, as here outlined, would be an act of justice to the country and an aid to the country in its endeavor to prosecute the war to a successful conclusion.

THE FRENCH SCANDALS

Rightly or wrongly, Joseph Caillaux has come to be regarded as the head and front of Boloism in France. "Bolo" is now as expressive of German propaganda there as "Boche" is of the German in arms.

M. Caillaux is an ex-Premier. His Ministry was followed by that of Raymond Poincaré, now President of France. Caillaux is a man of indomitable ambition. He longed to return to power, and did become Minister of Finance in the Doumergue Cabinet.

A policy of "standing in" with Germany characterized the latest Caillaux tenure of office. Financially the Minister was connected with banking interests which were diverting French savings to German industrial enterprises. Politically he facilitated the German entrance in the French Congo as an offset to the German withdrawal from Morocco. It was even said that he wanted to see a Franco-German union which should dominate Europe.

Thus, when the war came, Caillaux seemed out of tune with it. He seemed a man without a country. Yet he still longed for power. To gain it and be consistent he would have to be a protagonist of peace, and it was believed that he was working in this direction, towards a shameful peace, and was the secret ally of Turmel and Almereyda, above all of Bolo in the German scheme secretly to get financial control of certain well-known patriotic papers—the "Figaro," the "Journal," the "Rappel," and others—and then little by little to inject a German propaganda alongside a proved patriotism.

The scheme was finally exposed. The Paris Court of Appeals will settle Bolo's fate. Then, in his turn, Caillaux will be tried; but, it is reported, not by a civil but by a military court.

Thus Paris and France will be treated to a second Caillaux *cause célèbre*. The first occurred during the early part of 1914, when Caillaux's wife was tried for having killed Gaston Calmette, editor of "Le Figaro."

JAPAN IN THE WAR

Lukewarm supporters of the Allies or neutrals sometimes, in questioning the statement that the Allies are fighting for democracy, point to the fact, as basis for their faint-heartedness or neutrality, that Japan is an Ally. "Is it indeed a war for democracy when imperial and autocratic Japan is one of the Allies?" some of them ask, just as the same argument was used in connection with the case of Russia before the fall of the Czar.

It is no secret either that the call to "make the world safe for democracy" falls flat with a good many Japanese. Is it not possible that the unresponsiveness of some Japanese and some neutrals to the appeal to support democracy is due to a misunderstanding of the meaning of that over-used word when applied to issues in the present war?

The new American Ambassador to Japan, Mr. Roland S. Morris, has already proved himself to be a diplomat and statesman of no slight stature in showing the Japanese how their national ideals and national welfare are bound up with the cause of democracy in the world. Mr. Morris has made clear, so that all Japan may understand, the difference between "international democracy," which the Allies *are* fighting for, and the enforced adoption of local democratic or republican institutions throughout the world, for which the Allies are not fighting at all.

Speaking at a dinner of welcome given to him in Tokyo on November 30 by the America-Japan Society, composed of Japanese and Americans resident in Japan, Mr. Morris said:

"While they [Japan's leaders] led Japan to her place in the council of modern nations, yet they conserved the glory of her historic Imperial house, wherein are preserved her national ideals and her most sacred traditions.

"But this they maintained because Japan maintained her freedom of national life—that freedom which America had demanded for herself and had held out to secluded Japan. And that is the great issue which Japan and America, allies in this world war, are fighting for to-day. We are demanding for all the world what we both demanded and obtained for ourselves in the past—the right of national existence. This right of international democracy is threatened as it has never been threatened before. The Central Powers are striving to impose on the world a policy of aggression and absorption which in the end, if successful, would destroy utterly all national ideals save those of the Germanic peoples.

"International democracy does not mean the imposition of democratic institutions on all nations. For America to endeavor to impose her institutions, which are the expression of her own National spirit, on other nations would be as culpable as for the Central Powers to endeavor to Germanize the world. We are not fighting for democracy in nations, but for democracy among nations. We are demanding for every nation, great and small, the right of national self-development."

THE NEW BRITISH AMBASSADOR

It has been announced that Sir Cecil Spring-Rice, the British Ambassador to America, is to go home on leave, and that in his place a Special Ambassador and High Commissioner will be appointed. The departure of Sir Cecil from Washington will be regarded with regret, but his place will be filled by a man of high qualifications for the special duties which a British Ambassador is called upon to perform at this time. It has been officially announced that this man will be the Lord Chief Justice of England, Earl Reading. Lord Reading will have full authority over the members of all British missions sent to the United States in connection with the active prosecution of the war. It is felt at Washington that the combination of functions assigned to Lord Reading will result in a valuable co-ordination of the activities of the diplomatic, the financial, and the military agencies of Great Britain which are now in this country. The appointment of Earl Reading has been due, it is surmised, to the influence of Lord Northcliffe, who is reported by the New York "Times" as commenting as follows on the appointment:

> The nation is indebted to Earl Reading for taking up the tremendous task of representing the War Cabinet, the British War Mission to the United States, the Treasury, the Ministry of Munitions, the Air Board, and, in fact, all British interests in the United States, at a time when the interdependence of the United States and the United Kingdom on each other's war efforts has assumed a scale little imagined by the public. The speed of the Anglo-American war effort has been impaired in the past by the need of one controlling head of all British affairs in the United States.

THE MOTOR CAR AN ESSENTIAL OF MODERN TRANSPORTATION

In the past there has been a very marked tendency to regard the annual automobile exhibitions as presentations of the latest means of gratifying personal desires for luxury. So swiftly has the automobile changed from a thing of luxury to a part of the daily business life of the country that the general view of this means of transportation has lagged very much behind the accomplished fact.

When the war broke out, it was very soon suggested that the manufacture of "pleasure vehicles" should be largely curtailed. This suggestion soon brought out proof of the fact that the purely pleasure automobile represents a very small proportion of the output of our automobile factories. The average automobile is hardly more of a pleasure vehicle than the average trolley car or the average railway coach. All three are used for pleasure, but all three find their greatest usefulness in satisfying the vital needs of our highly organized society.

The modern automobile is a passenger or freight vehicle absolutely essential to the solution of our modern and complicated problems of transportation. How essential this comparatively new mode of transportation has become is indicated

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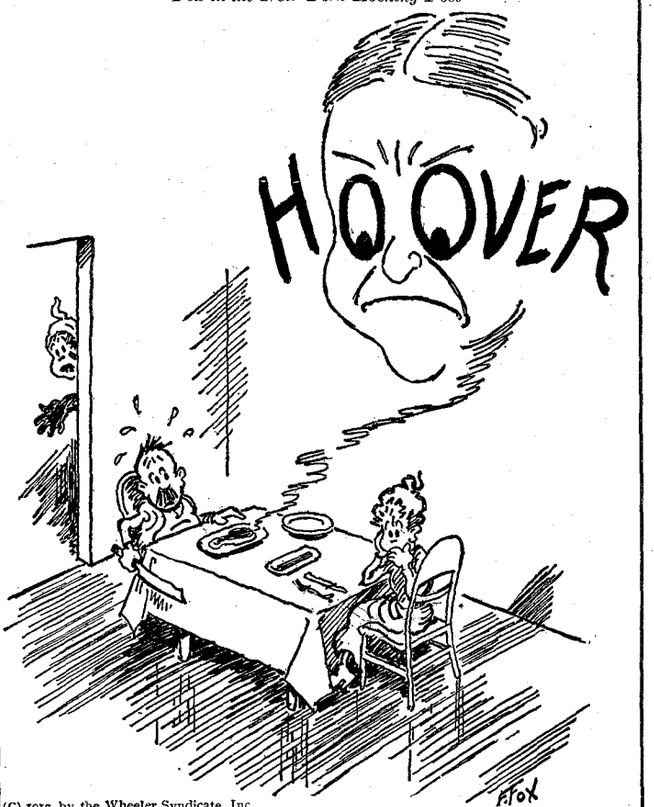
CARTOONS OF THE WEEK

Kirby in the New York World

THE ONE BIG JOB

THE NEW YEAR'S RESOLUTION

Fox in the New York Evening Post



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WHEN YOU SUDDENLY REALIZE YOU ARE HAVING BEEF ON A BEEFLESS DAY

A TRIBUTE TO MR. HOOVER'S OMNIPRESENT PERSONALITY

Holland in John Bull (London)

A Peace-loving Russian of Riga
Is out for a ride on a tiger;
They'll return from that ride
With the Russian inside,
And a smile on the face of the Tiger!

From Campana de Gracia (Barcelona, Spain)

"AHA A BITE AT LAST!"

Thomas in the Detroit News

GOOD-BY, RUSSIA

FOREIGN AND AMERICAN VIEWS OF RUSSIA'S FOLLY

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by the researches of the Engineering Experiment Station of the Iowa State College, which recently, according to the "Scientific American," made a survey of the traffic which passed a certain point on the road between Ames and Des Moines. During ten consecutive days 1,995 vehicles carrying 5,561 passengers went by the observation post. Of these vehicles 647 were classified as farm traffic, 1,227 as interurban, and only 121 as tourist. Out of every 17 vehicles which passed 16 were primarily devoted to the transportation of passengers. Of the total number of vehicles recorded, 1,752 fell in the class of motor vehicles and bicycles, while but 243 were drawn by horses. The "Scientific American" estimates that at least ninety-four per cent of all the traffic passing over the road at this point can be closely identified either with local farms or with local traffic of a utilitarian character.

Such a showing as this concerning the present usefulness of automobile transportation is proof enough that the annual series of exhibitions of automobiles, the first and largest of which opened in New York City on January 5, is of true war-time value. The New York exhibition represents, this year, an event of unusual interest, for it indicates the manner in which one of our greatest industries is adapting itself to war conditions.

This year's cars show few departures from standardized practice. There was increasing refinement of detail in some instances, a notable effort towards the elimination of surplus weight, and a distinct and creditable effort to accentuate economy in operation. One of the leading automobile companies, whose cars have occupied for many years a commanding place in the automobile world, openly stated in its catalogue that it did not urge any one to buy an automobile who did not need a machine as a matter of business economy. An officer of another concern, which has been building cars for twenty-two years, remarked that he was distinctly glad that his company had planned for only a conservative output during the coming year, for he regarded the present situation as one which called for conservatism and intelligent restriction of output.

Just as the railways have found it necessary to cut out from their schedules certain passenger trains and to consolidate others, the automobile industry will find it necessary to specialize output and to devote its major attention to the manufacture of war supplies and vehicles designed not primarily for luxury or pleasure but for utility.

There is no such fuel shortage threatened in this country as exists in Continental countries, for the United States is not largely dependent on ocean traffic for its fuel supply. For this reason American automobile manufacturers can rightfully look to a demand for their products which does not exist abroad.

THE MORGAN COLLECTION

Besides the individual objects and groups of objects—sometimes quite large—given to the Metropolitan Museum of Art, in New York City, by the late John Pierpont Morgan, and the works of art given to it from his estate by his son, other parts of the Morgan collection have been left in the Museum as a loan. From the collection certain objects have been sold. The remainder, much the larger part, is, we are glad to learn, to stay in the Museum.

It consists of more than three thousand objects—pictures (on another page there is an illustration of one of the most famous canvases), sculptures, enamels, ivories, glass, pottery, antiquities, armor, jewelry, watches, clocks, snuff-boxes, and other objects of art. These are in addition to the collection of ancient glass and pottery, which is mentioned separately, as Dr. Robinson, Director of the Museum, explains, "because the forty-five hundred items it contains are mainly fragments, and might be thought to swell the number unduly."

The elder John Pierpont Morgan was probably the greatest collector of our time of manuscripts, books, and works of art. He made numerous gifts of them to public institutions in this country and Europe, but retained the bulk of his collection, from time to time sending things as loans to the Metropolitan Museum, and these were occasionally in large numbers, as, for example, his Chinese porcelains. He considered his loans as parts of his "collection," the various subdivisions being regarded by him as parts of that collection, not as separate collections. He wanted, as he said, to make some suitable disposition of them, or of such portions of them as he might determine, which would render them permanently available for the instruction and pleasure of the American people.

Mr. Morgan died in 1913, before he could carry out his purpose. In his will he expressed the hope that his son, John Pierpont Morgan, Jr., to whom the collection would pass, should in such manner as he might think best make either a permanent disposition or from time to time permanent dispositions of such portion of it as he might determine. The son has now substantially carried out his father's intentions.

Disposing of certain pieces of bronze, tapestry, porcelain, and furniture, Mr. Morgan, Jr., has wisely reserved for the public things which the museums could not obtain. His first gift to the Metropolitan was valued by some judges at fully $3,000,000. A principal feature of this gift was Raphael's Colonna Madonna. About the same time Mr. Morgan made a great gift to the Morgan Memorial at Hartford (the elder Morgan was born at Hartford) of Greek, Roman, and Phœnician enameled glass, of Greek and Roman bronzes, of objects in ivory and silver, of Italian majolica, Sèvres porcelain, and Dresden ware.

Now comes another and greater gift. Its value, according to some, reaches $7,500,000. Any estimate, however, is hard to make—certainly the Museum has made none—for the collection is practically unique. Its chief significance to the Metropolitan lies in the enamels and ivories, for in these branches of art that Museum is now ahead of any in the world.

MR. BARNARD'S LINCOLN

The hue and cry concerning Mr. Barnard's statue of Lincoln, replicas of which have been proposed for London and Paris, calls forth some interesting reflections from M. André Michel. Writing in the Paris "Temps," he says:

> Without having the right to express a personal opinion concerning a work which I know only through an illustration published in The Outlook of October 17, 1917, I am much inclined to defend Mr. Barnard and his work against their detractors. He has represented Lincoln standing, his hands crossed on his stomach in a familiar attitude and without any "pose." The strongly marked face seems to have been treated with singular power; the accent of individuality has been placed there in the simplest and most striking manner. No one of the statues which I remember to have seen in America—even that very distinguished one which is in Chicago on the shores of Lake Michigan, where Augustus Saint-Gaudens has shown Lincoln standing in front of the Presidential chair, . . . his head bent over his breast, one hand on the lapel of his coat, and the other behind his back—has seemed to leave with me a more vivid or stronger impression of his personality.
>
> Lincoln would gain nothing by a conventional embellishment, by academic attitudes, by symbolic accessories, or by elegances which amount to falsehoods. . . . Austere truth is more in place than any "arrangements." Lincoln was of humble origin and was not ashamed of it. He did not dress himself according to the latest fashion and cared little about his toilet. But upon his roughly hewn face, gaunt but illuminated with inner fire, atop a great, somewhat disjointed body, there was reflected an unconquerable energy, an incorruptible conscience. . . . We shall accept at Paris, as at London, with the greatest friendship the "Abraham Lincoln" which will be offered to us.

M. Michel points out, as no one else, we believe, has done, the parallel between the storm which has descended upon Mr. Barnard and the storm which descended upon Houdon, the French sculptor who essayed to create a statue of Washington. The parallel is certainly an interesting one. But there is also a contrast; for Houdon was criticised for proposing to make a conventional statue on the classical model, while Mr. Barnard is criticised because his work is not conventional.

Interest aroused by the controversy over Mr. Barnard's statue has extended to other sculptured representations of Lincoln. On another page we print a reproduction of Mr. Andrew O'Connor's figure of Lincoln from a photograph. Mr. O'Connor is a native of Worcester, Massachusetts, and began his study of sculpture as his father's pupil when a child. As in his other work, there is dignity in this Lincoln statue, and, in particular, there is idealism in Mr. O'Connor's interpretation of Lincoln's face.

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THE PRESIDENT'S ADDRESS

CRITICS and admirers of the President, American and European, unite in an extraordinary way in approval and admiration of his great address to Congress on January 8. The "arrangements and covenants" (printed in full on page 90), which he has stated concisely and vividly in this address, have received the enthusiastic support of the members of Congress without regard to party, of public opinion throughout the country, and of journals and statesmen abroad. The only serious critical note is that of Senator Smoot, who thinks that Section III implies free trade. We do not agree with him. It means not free trade, but equal trade. The President is too able a politician to say that one of the aims of the war on which the whole American people are agreed is a policy on which history shows that they are nearly equally divided.

The President's address, sound in its principles and humane and democratic in its spirit, is made at an opportune moment. The unanimity of our heterogeneous population is remarkable. Nevertheless there are divisions of sentiment which his clear definitions will do something to heal. There is division of interests among our allies, and nothing is better fitted to put those interests in their proper subordinate place than a definition by a disinterested Power of the fundamental principles on which we are all united. The Russian people are animated by aspirations for liberty which they cannot define for themselves and which their self-appointed leaders are unable to define for them. Mr. Trotsky tells a New York "Times" reporter that the Germans have given up the attempt to move large bodies of men from the eastern to the western front; that at this minute behind the German front in Russia are twenty-five thousand German deserters concentrated and armed with machine guns whom the Germans are trying to reduce by starvation.

We need not take this story too seriously, but neither are we compelled to reject it as too preposterous for belief. That there is among the German people a deepening and widening discontent and distrust of their military rulers is apparent. The Germans ventured on a hazardous experiment in promoting the fraternizing of the German and the Russian soldiers. They succeeded in disorganizing the Russian army and in weakening the loyalty of the Russian soldier to the cause of a world-wide democracy. But it is not unreasonable to surmise that they also weakened the loyalty of their own soldiers to their military autocracy. There is too much akin in the simple-minded peasantry of these contiguous people, long oppressed by military burdens, to make such a fraternization safe for the autocrats. Not impossibly information of such effect in the German soldiery, not yet made public here, may have reached the President, and been a contributing cause in inspiring this address at this time.

It is reported that there is some discussion in Washington as to whether this is a peace or a war address. It is true that a statement of our aims in the war implies our willingness, and even our desire, for peace when those aims are accomplished. Save for that implication we can see no room for the Washington interrogatory. The closing sentence of the President's Message is the conclusion of the American people and interprets their purpose. To the vindication of human liberty "they are ready to devote their lives, their honor, and everything that they possess. The moral climax of this, the culminating and final war for human liberty, has come, and they are ready to put their own strength, their own highest purpose, their own integrity and devotion, to the test."

This address should inspire in our hearts new courage, in our wills a new strength of purpose, and our hands with new haste. America has done a splendid work with exemplary speed in building careful, well-ordered, and sanitary camps on its own territory and in gathering in these camps men eager for service. But nine months are past and we have not yet struck a blow. This address should intensify the growing impatience of the Nation at needless delays and the entanglements furnished by red tape and the irritating processes of "the circumlocution office," and compel those who are responsible for these delays to provide with vigor and speed the weapons of modern warfare for our men, so that the principles to which our President has given expression by his words in the council chamber may find prompt and adequate expression by the action of our soldiers on the battlefield.

IS ALL WELL WITH OUR AIRPLANE PROGRAMME?

Only second in importance for winning the war is the need of air fleets. Ships undoubtedly come first. Airplanes and air pilots cannot be used unless they can be sent abroad; but if we are to do our duty and to save our cause we must send in great numbers both airplanes and air pilots. America and America's allies have built their hopes upon Secretary Baker's announcement of last fall that the United States would have twenty thousand airplanes in France by the time they were needed, and that twenty thousand pilots would be trained by spring to fly them.

German authorities have openly sneered at this ambitious American programme; while British and French airmen, remembering that the United States is the land of the Ford automobile, hope against hope that the announcement may prove miraculously true.

To those Americans who have felt that they must accept this promise on faith because it is not wise for the Government to publish evidence concerning its military preparations, it must be a shock to learn that the possibility of carrying out this programme is denied by authority that is unquestionably expert. In the "Atlantic Monthly" for January, in the modestly placed "Contributors' Column," there is printed a letter, or part of a letter, by Professor Joseph S. Ames, head of the Department of Physics and Director of the Physical Laboratory at Johns Hopkins University, who, as the editors of the "Atlantic" say, "was sent abroad last spring by the National Research Council, as chairman of a commission of six, to investigate the application of science to war, as illustrated on the western front." In his letter Professor Ames writes as follows:

> I have just returned from a visit to the aircraft works in Buffalo, Detroit, and Dayton. This was an official visit, and so I have seen everything there is to be seen in regard to our aircraft programme. I can hardly express my feeling of depression. The Liberty motor is coming along splendidly, and it is going to be a great success. But we are not going to have any mechanics competent to repair it. It takes longer to train a mechanic than a pilot. Major Vincent, the man who designed the motor, told me that it would be over a year before we could hope to have mechanics even in small numbers. So far we have made one airplane suitable for use in Europe. The manufacturer assured me that his company could not be on a production programme until after the first of July.
>
> We are having a large number of school planes made, but there are no engines for these. The man who was intrusted with the work has fallen down completely. Even if we were to have the school planes ready, we do not have one-tenth the requisite number of teachers, and cannot hope to get them for six months.
>
> It is very hard to place one's finger on the man or committee responsible for this condition. As far as I could see, the evil is a fundamental one. This country and its officials are possessed with the idea that everything must be labeled "Made in America," and the difficulties into which we are now running are those which any man might have foreseen. As a matter of fact, within three days after my return from Europe in June I made this whole matter the subject of my report to the Aircraft Production Committee. No one believed me, and although I had a good solution it was refused.

What is most disturbing about this letter is not the explicit statement regarding the lack of mechanics and of teachers for pilots, but what is implicit in the statement about the Liberty motor. Professor Ames says that "the Liberty motor is coming along splendidly, and it is going to be a great success." That phrase "going to be" is the curse of this country's military policy. We need a motor that is a success to-day. The reason that we have not machine guns to-day is that our Ordnance Bureau declined to accept a gun in practical and successful use, and adopted instead a gun that has never been used but that is "going to be" the best machine gun ever. What our War Department ought to have insisted upon doing, what it ought to insist upon doing now, may be briefly stated: Continue to

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plan, test, and begin manufacturing the perfect machine gun; but in the meantime adopt and manufacture and use the best available machine gun in existence. And this is exactly what our Government ought to do with regard to the airplane.

If the Liberty motor is discovered by the hard test of warfare to be better than the available motors of established reputation, then it should be built exclusively. But the Liberty motor has never been tested by hard usage in warfare; and there are motors that have been so tested. Are we using, or planning to use, such motors in the meantime? The Hispano-Suize is reputed to be the best airplane motor that France has evolved. The Rolls-Royce airplane engine is regarded by many aviators as the best in the world. Both have been tested by the relentless conditions of warfare. Are we going to ignore airplane motors such as these, wait until our Liberty motor is tested in warfare, discover that it needs certain improvements which it will require time to install, and then wait again? It seems inconceivable that our War Department has any such idea as that; and yet this seems to have been the idea as to ordnance.

And what is true of airplane motors is true of other phases of our airplane situation. There is, for example, the question of airplane guns. The world is moving quickly these days in this new science of the fourth arm in warfare. New guns and new ways of mounting and firing them are the product of the experiences of airmen along the front. Is America taking her part in this advancement of aviation?

Another phase of aviation is the protection provided for the aviator. Armored airplanes that protect the pilot from machine-gun fire at only a hundred feet elevation have been used, we are informed, by German fliers. Parachutes are now installed in some airplanes, and new devices for lessening the danger of fire. Is America waiting to get some American device in each of these respects, or is America profiting by European experience and ordering the manufacture of the newest gun, the newest armor, the newest safety devices, wherever they may be found?

In asking these questions we are not seeking to cast any aspersion upon any man or group of men. Some of the men who have been and still are active in the Government's work of aircraft production have been among the most far-seeing of Americans. Great credit is due, undoubtedly, to the Aircraft Production Board. But hard work, the best of intentions, and the most discerning foresight cannot alone win the war. There must be what in business parlance is called "the goods." Is the country getting "the goods"? If so, the fact is being kept very secret.

If we are really doing what we have promised ourselves and our allies and threatened Germany that we should do, the information is of the sort that might well be made public. It is true, information concerning the details of military preparation of which the enemy could take advantage ought to be kept secret. But good news for our side can do our enemy only harm. If it is bad news, the evil will not be likely to be corrected unless the public learns it. The ordnance situation is a case in point.

What is the duty of the American public, whose fighting sons, brothers, and husbands are awaiting the weapons with which to win our victory? The unpardonable sin is indolence and lassitude, or the paralysis of official red tape hidden under the plea of military secrecy; and it is the sin of the public if it permits inaction. In the light of the rifle and machine-gun revelations, it seems necessary that the public should demand the truth concerning our airplane situation.

IN DEFENSE OF AMATEUR UNCLES

We are wondering whether aunts have not had a larger place than they have deserved in the annals of vicarious parenthood. There are aunts and aunts, of course, and doubtless the majority of them deserve all the praises and the privileges which they have received; but we see no reason why aunts, as a class, should be allowed completely to monopolize, to the exclusion of their masculine colleagues, the choicest rights in the land of near-parenthood.

Even literature has not been particularly kind to uncles, though it is true that all writers have not assumed the attitude (to borrow a phrase from Shakespeare) of "Uncle me no uncle." There have, indeed, been numerous uncles both in prose and fiction (not to say in black and white), but somehow, as the vague procession of their forms passes through the mind's eye, it seems as though the title before their names had served rather to detach than to connect them with those to whom they owed the right to use the plumed designation "Uncle."

It is entirely probable that such a sweeping judgment as this is based more on mood than on fact, but the possibility of its being at least a defensible judgment is increased when we reflect upon the status of uncles in real—not reel—life.

The general application of the title in question to those solitary males who have no blood nieces and nephews of their own, but who move through their solitary orbits, tangent only at widely scattered intervals with those well-ordered households where children dwell, might incline one at first thought to the belief that uncles were classed as the equals in privilege of the whole tribe of aunts. But is this belief justified?

Does there not exist a nice distinction between the use of the titles "aunt" and "uncle" in this honorific sense, which often escapes those married folk who are wont to endow their children with a host of relatives *honoris causa*? If parents were frank with themselves in the explanation of their use of the words "uncle" and "aunt," would they not define these words somewhat as follows:

Aunt: A predestined mother who, lacking offspring of her own, is entitled to share, on occasion, in the affection which is the peculiar prerogative of those who wear the purple mantle of motherhood.

Uncle: An unattached man whose awkward efforts to appear in sympathy with the aims and aspirations of childhood should be received with becoming tolerance; a visitor from Mars within the four walls of the nursery who is expected and permitted to feel only such detached interest as might be the portion of a scientific observer from a remote world and a foreign civilization.

So marked in some households is the distinction drawn between the respective rights of aunts and uncles that an impartial observer can easily note in the victims of this unfair discrimination an immediately responsive concealment of their real and natural emotions—a concealment which at least injures their reputation for intelligence even if it does not go deep enough to raise hob with their spiritual development.

Rising to the demands of the situation in which they find themselves, they frequently manifest a superficial indifference to the wiles (and wails) of childhood, which is nothing more than sheer, downright, brazen bravado of the most shameless brand.

If you doubt this statement, watch the next youth confronted with the heir to some household on the momentous occasion when he (the youth, not the heir) is first greeted as an "Uncle." Does he blush? He does. Is it because he does not like it? It is not. He blushes because he knows that those responsible for bestowing upon him that proud appellation have done so, not out of respect for his personal and intimate ambitions, but because they are inclined to consider him as a variety of overgrown cub trying to make himself at home in a queer world of strange shapes and unfamiliar dreams.

Swimming placidly in the waters of their domestic lake, the fond—to use the word in both its Elizabethan and its Victorian senses—and forgetful parents observe his struggles much as a pair of ducks secure in their own familiar knowledge of the water might observe and misinterpret the struggles and protests of a strange duckling proceeding through the high grasses along the shore under the unsympathetic chaperonage of some elderly hen. From the pond the squawking efforts of such a duckling to evade his escort might be ascribed to his innate aversion to water, when in reality they were caused by his frustrated desires to get into the element in which he naturally belonged.

Whether or not there is a moral of any particular value to be drawn from this somewhat rambling dissertation on the rights and emotions of amateur uncles is a matter to be gravely doubted. The premises on which it is based may not be wholly sound. Its conclusion, we admit, is at best vague and uncertain.

Perhaps the moral may be that uncles, as well as aunts, have a right to certain emotions even in the face of the indifference, if not the laughter, of a hard and cruel world.

The next time, O parents, you meet with an uncle of the

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amateur and peripatetic variety in his travels, treat him not as an alien within the walls of your home, no matter how stammeringly he consents to the placing of your eldest upon his knee or how unconvincingly he jangles a rattle in your baby's ear.

An uncle may not be an aunt, but at least he is a human being.

TO THE WOMEN VOTERS

In certain States of the Union the duty has recently been laid upon you of sharing with your husbands, brothers, and sons in the responsibility for the government of five distinct political communities:

The school district.
The town or city.
The county.
The State.
The United States.

To fulfill this new duty requires an intelligent understanding of the respective political powers of these five communities. Roughly speaking, it may be said that—

The education of the youth depends upon the school district authorities.

Local order, peace, and sanitation depend upon the town or city authorities.

The maintenance of good roads and bridges, the proper partition of taxes between the different towns, and much of the enforcement of criminal laws, depend upon the county authorities.

The school district, the town or city, and the county are all subject to the control of the State authorities, upon whom also depend many other questions, local or quasi-local in their character.

All those interests which concern the welfare of the entire Nation, such as foreign and inter-State transportation and commerce, the tariff, the currency, the National defense, the mails, the regulation of the railways and the telegraph, and all international relations, depend upon the National authorities.

To become acquainted with the various questions involved in the government of these several political organizations and the duties which that government imposes upon the citizens will require no inconsiderable amount both of information and of thoughtful and studious reflection. We urge you, therefore, in your respective communities to organize plans for acquiring this information, imparting it to others, and inspiring both in yourself and in others the study of these problems, that you may contribute to their wise solution.

You may ask if such study is not as necessary for the male as for the female voter. Yes. Nevertheless there is a difference. The boys who will vote in the next election have been for some years looking forward to this duty. They have talked politics with their fathers and with their companions; they have learned—insensibly, it is true, but still really—something respecting these political problems and the duties which citizenship lays upon them. The naturalized citizens have been, in a different way, also considering the duties of political citizenship and making some preparation to fulfill those duties, partly by informal discussions with their comrades, partly through the political or industrial or social groups to which they belong.

These new voters will be added to the polling lists in their respective communities in scores, in hundreds, and in a few of the great cities in thousands. But it is estimated that in the State of New York over a million and three-quarters of women will be added to the polling lists. Some of you regard this as a privilege which you have been eager to obtain; some of you have regarded it as a duty from which you were glad to be exempt. But those of you who have been eager have generally been so busy in trying to get the vote that you have had no time to study carefully what that vote means or how it should be exercised; while those of you who have hoped still to be exempt from political duty have naturally not studied the subject at all. For the reasons which The Outlook has already stated we urge you, certainly in the States where woman's suffrage has been adopted, to accept the decision and prepare yourself to fulfill the duties which that decision lays upon you.

How shall this be done? There is no one way which is best in all communities or for all individuals. In some localities where there has been both a suffrage and an anti-suffrage organization, the two could profitably unite in making woman's suffrage of practical value to the community. In other localities where there is a woman's club, that club might profitably take up politics as a suitable topic for non-partisan study. In other localities the school district might be urged to organize a series of meetings, to be held in the school-house or the assembly hall of the high school, in which lectures should be given on the framework of our Government and on the duties and responsibilities which participation in that Government involves. Whether this systematic instruction is afforded by voluntary clubs or by the school district in its official capacity, there ought to be an opportunity for questioning by the auditors. The meeting should partake of the nature of a class and, in whatever way this instruction is afforded, it should be in gatherings to which all voters would be equally welcome. Those who attempt to initiate such a campaign of political instruction should not forget that the maid has just as much political power as the mistress; that the vote of one counts for just as much as the vote of the other; and that one no less than the other needs both political instruction and the inspiration to a practical working patriotism.

We should be glad to get brief accounts of any attempt to carry out these suggestions as to preparations for the new duties of the new day.

MR. GOMPERS ON GOVERNMENT OPERATION OF THE RAILWAYS

IN reply to a request of The Outlook for a statement concerning the attitude of the trade unions toward the transfer of the railway systems of the United States from private to public operation, Mr. Samuel Gompers, President of the American Federation of Labor, has sent us the following message. Last week we printed statements of opinion of this revolutionary change from a representative Socialist organ, from railway operators, from newspapers and individuals who have the point of view of the capitalist, and from representative newspapers of the North, the South, and the West. No statement on behalf of organized labor was included because no such statement from an authorized source had been, so far as we were able to ascertain, issued at that time. In spite of prompt and courteous compliance with our request, Mr. Gompers's statement did not reach us until after The Outlook for last week had gone to press. It is so specific, however, and so authoritative and important, that we do not regret the circumstances which have led to its publication separately, and therefore more conspicuously. Mr. Gompers's statement follows.

"Answering your question as to what the attitude of organized labor would be upon the President's proclamation taking over the control of the railroads and other transportation agencies, I would say that, in my judgment, there will be wholehearted support of his position and his action.

"The separate ownership of the various railroads and their competitive existence has shown that they cannot afford the best adaptability to do the essential work of the Government during the tremendous needs in this war. I know that the representatives of the railroad companies did their level best to afford fullest possible service to meet the needs of the Government, but, due to the causes I have mentioned and because of their separate interests and the laws which hedge them about, they were not capable of giving that united and comprehensive support and service so essential now and which the President's order will accomplish. In addition to its effectiveness for military purposes it will be time-saving, give the opportunity for concentration of effort, and in the long run prove expeditious and economical. SAMUEL GOMPERS."

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THE WAR AIMS OF THE NATIONS

EXPRESSED concisely, and chiefly in our own words, the points of most importance in the different suggestions of a basis for peace—they should not strictly be regarded as "terms of peace"—are about as follows:

THE RUSSIAN BOLSHEVIKI

Germany to evacuate all Russian territory; Poland, Lithuania, and the Lettish provinces to have autonomy; Armenia to be free; the Alsace-Lorraine question to be settled by plebiscite, with guarantees of liberty to vote freely; Belgium to be restored, damages to be paid from an international fund; the same for Serbia and Montenegro, but Serbia also to have access to the Adriatic; Bosnia and Herzegovina to be independent; Rumania to get its territory back, but to promise autonomy to the Dobrudja and to give Jews equal rights; Germany to get back her colonies; Persia and Greece to be restored; the Trentino and Trieste to have autonomy until their future is left to a plebiscite; the Suez and Panama Canals to be neutralized, as well as all maritime straits (such as the Dardanelles); freedom of the seas to be upheld and the torpedoing of merchant ships forbidden; no indemnities; contributions already exacted to be returned; no commercial boycott; gradual disarmament; no standing armies; no secret treaties; the delegates to the peace congress to be chosen by representative national bodies.

GERMANY

Germany's colonies to be restored to her; Russian territory to be evacuated *except* Poland, Lithuania, Courland, etc.—thus a plebiscite in these places would be positively under German control and influence; no discrimination after the war against ships or goods of nations now enemies; no payment for damages or repayment of requisitions; German merchant ships to be returned; Belgium to be evacuated, but no reparation from Germany; no yielding by Germany as to Alsace-Lorraine; all the Entente Allies to agree to Germany's terms before they are granted to Russia; the nationality of the countries now subject to larger nations to be decided by those nations—this is the only meaning possible in Count Czernin's complicated statement, and under it Bohemia and Armenia would remain subject to Austria and Turkey respectively; Germany to keep garrisons at Riga and Libau, and a few other Russian strongholds.

TURKEY

Free passage for Russian ships through the Dardanelles and Bosphorus; Russia to remove her armies within her own bounds at once, to demobilize her Black Sea navy and her Armenian forces; Turkey to retain her present army; frontier lines as before the war; individual war losses to be refunded; guarantees for Persian independence.

LLOYD GEORGE

Belgium restored, with reparation so far as possible. "We mean to stand by the French democracy to the death in the demand they make for a reconsideration of the great wrong of '71" (*i. e.*, the seizure of Alsace-Lorraine); the German-African colonies to be administered for the benefit of their peoples, not exploited for European capitalists or governments; "the destruction or disruption of Germany has never been a war aim with us. . . . Our wish . . . is to turn her aside from schemes of military domination to devote her strength to the beneficent tasks of the world;" Austria-Hungary and Turkey not to be despoiled; Germany's political Constitution to be left to the German people, although a democratic Constitution is desirable; reference to the reply as to war aims made by Great Britain at President Wilson's request when Germany maintained complete silence as to her objects; Czernin's statement described as one under which "any scheme of conquest and annexations could be perpetrated;" "Democracy in this country will stand to the last by the democracy of France and Italy, . . . Russia can only be saved by her own people;" an independent Poland, including all genuinely Polish elements; justice for Rumania, and some way to remove the distrust felt toward Austria-Hungary among the peoples of the Near East; Armenia, Arabia, Mesopotamia, Syria, and Palestine to be independent; the Dardanelles to be neutralized; Turkey to keep its capital; reparation for injuries in violation of international law; an international way of settling disputes after the war.

PRESIDENT WILSON

So far we have summarized the statements of the war aims of our allies. We now quote verbatim President Wilson's summary from his admirable address of January 8 before Congress:

"All the peoples of the world are in effect partners in this interest, and for our own part we see very clearly that unless justice be done to others it will not be done to us.

The programme of the world's peace, therefore, is our programme, and that programme, the only possible programme, as we see it, is this:

I. Open covenants of peace, openly arrived at, after which there shall be no private international understandings of any kind; but diplomacy shall proceed always frankly and in the public view.

II. Absolute freedom of navigation upon the seas outside territorial waters, alike in peace and in war, except as the seas may be closed in whole or in part by international action for the enforcement of international covenants.

III. The removal, so far as possible, of all economic barriers and the establishment of an equality of trade conditions among all the nations consenting to the peace and associating themselves for its maintenance.

IV. Adequate guarantees given and taken that national armaments will be reduced to the lowest point consistent with domestic safety.

V. A free, open-minded, and absolutely impartial adjustment of all colonial claims, based upon a strict observance of the principle that in determining all such questions of sovereignty the interests of the populations concerned must have equal weight with the equitable claims of the government whose title is to be determined.

VI. The evacuation of all Russian territory and such a settlement of all questions affecting Russia as will secure the best and freest co-operation of the other nations of the world in obtaining for her an unhampered and unembarrassed opportunity for the independent determination of her own political development and national policy and assure her of a sincere welcome into the society of free nations under institutions of her own choosing; and, more than a welcome, assistance also of every kind that she may need and may herself desire. The treatment accorded Russia by her sister nations in the months to come will be the acid test of their good will, of their comprehension of her needs as distinguished from their own interests, and of their intelligent and unselfish sympathy.

VII. Belgium, the whole world will agree, must be evacuated and restored, without any attempt to limit the sovereignty which she enjoys in common with all other free nations. No other single act will serve as this will serve to restore confidence among the nations in the laws which they have themselves set and determined for the government of their relations with one another. Without this healing act the whole structure and validity of international law is forever impaired.

VIII. All French territory should be freed and the invaded portions restored, and the wrong done to France by Prussia in 1871 in the matter of Alsace-Lorraine, which has unsettled the peace of the world for nearly fifty years, should be righted, in order that peace may once more be made secure in the interest of all.

IX. A readjustment of the frontiers of Italy should be effected along clearly recognizable lines of nationality.

X. The peoples of Austria-Hungary, whose place among the nations we wish to see safeguarded and assured, should be accorded the freest opportunity of autonomous development.

XI. Rumania, Serbia, and Montenegro should be evacuated;

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occupied territories restored; Serbia accorded free and secure access to the sea; and the relations of the several Balkan States to one another determined by friendly counsel along historically established lines of allegiance and nationality; and international guarantees of the political and economic independence and territorial integrity of the several Balkan States should be entered into.

XII. The Turkish portions of the present Ottoman Empire should be assured a secure sovereignty, but the other nationalities which are now under Turkish rule should be assured an undoubted security of life and an absolutely unmolested opportunity of autonomous development, and the Dardanelles should be permanently opened as a free passage to the ships and commerce of all nations under international guarantees.

XIII. An independent Polish state should be erected which should include the territories inhabited by indisputably Polish populations, which should be assured a free and secure access to the sea, and whose political and economic independence and territorial integrity should be guaranteed by international covenant.

XIV. A general association of nations must be formed under specific covenants for the purpose of affording mutual guarantees of political independence and territorial integrity to great and small states alike.

In regard to these essential rectifications of wrong and assertions of right, we feel ourselves to be intimate partners of all the governments and peoples associated together against the imperialists. We cannot be separated in interest or divided in purpose. We stand together until the end.

For such arrangements and covenants we are willing to fight, and to continue to fight, until they are achieved; but only because we wish the right to prevail and desire a just and stable peace, such as can be secured only by removing the chief provocations of war—which this programme does remove."

EXPERIMENTS IN REORGANIZATION

BUILDING OVER THE WAR DEPARTMENT MACHINERY

THE disclosures in Congress concerning the inefficient organization of the War Department and the methods and customs of the War Department bureaucracy have resulted in an attempt to place the bureaus responsible for the purchase and production of supplies upon a business basis. How successful the present plan for reorganization will be remains to be proved.

The Secretary of War has announced that the Ordnance Department, which has up to this time operated through five separate divisions under the Chief of Ordnance, will be consolidated. In the future the Chief of Ordnance will be assisted by an administrative and advisory staff, and his Department will be divided into four operating divisions, instead of five. The four new divisions are expected to co-operate much more closely than did their equivalents under the old form of administration.

It is announced that these four divisions, which will carry on the chief business functions of the Ordnance Department, are to possess the following functions: (1) Procurement; (2) Production; (3) Inspection; (4) Supply. In the hands of the Procurement Division will be placed the power to carry on negotiations for contracts. The Production Division will follow up, supervise, and stimulate the production of all articles contracted for by the Procurement Division. The title of the Inspection Division is self-explanatory. Upon the Supply Division will be placed responsibility for the distribution and transportation of all supplies procured, produced, and inspected by the three preceding divisions. It is expected that civilian heads will be placed in charge of these four new divisions.

It may be captious to remark a superficial similarity between this system and the tale of "Cock Robin" or the "House that Jack Built." Perhaps in fact it will not prove as roundabout as it sounds in the telling.

General Crozier will remain as the titular head of the Ordnance Department, although General Charles B. Wheeler has been designated as Acting Chief of Ordnance. General Crozier, it will be recalled, was recently detailed for duty with the newly created Army War Council. His duties on the Council, so it is announced in Washington, preclude his taking active part in the administration of the Ordnance Department, of which he is still legally chief.

The disclosures in Congress demonstrated clearly that the Ordnance Department was not the only bureau in the War Department which needed a drastic shake-up. The Quartermaster-General's Department under the stress of war proved inadequate to the task assigned to it. Major-General Goethals was therefore made Acting Quartermaster-General soon after General Sharpe, like General Crozier, was removed upward into the Army War Council. To General Goethals's function as Acting Quartermaster-General, in which office he directs the supply, subsistence, and pay departments of the Army, has now been added the task of Director of War Department Transportation and Storage. All the bureaus of the War Department, which have previously been independent of each other so far as the transportation and storage of material was concerned, have been directed to co-ordinate their demands for transportation through the new Director. The new Director will be in a position to deal with power and efficiency, with the Director of Railroads, Mr. McAdoo, or the Shipping Board, or any other agency of the Government controlling the shipping and transportation facilities of the country.

The Congressional investigations have not only disclosed serious inefficiency within the several bureaus of the War Department, but they have also disclosed an unlooked-for complication in regard to the functions of the Council of National Defense and its subordinate committees. The Council of National Defense, it was hoped, would provide the War Department with a means of expediting the purchase and distribution of supplies. This it has doubtless done to a very large extent, but it is evident that it has also afforded to certain bureaus an opportunity to engage in the very popular Washington game of "passing the buck." Instead of serving to expedite the efforts of the War Department, the Council of National Defense has been used as an excuse to pass on to some one else the responsibility for the failure of the War Department to provide our new Army with the needed supplies and equipment. However much members of the sub-committees of the Council of National Defense may have been at fault in the advice which they have given the War Department, it is obvious that the legal and moral responsibility for the failure to equip our troops rests with the War Department alone. This responsibility is one which cannot be dodged.

The disclosures of the efforts of War Department officials to pass on the responsibility for failure to the Council of National Defense and the complementary (but not very complimentary) rejoinders by members of the Council of National Defense concerning the inadequate organization within the War Department, have resulted in a movement to take the question of conflicting authority between the War Department and the Council of National Defense out of the realm of controversy. Senator Chamberlain has drafted a bill providing for the creation of a Secretary of Munitions, with a seat in the Cabinet, whose function it will be to direct the purchase of all war materials. It is not beyond the bounds of possibility that such a step may have to be taken as the only way to cut the Gordian knot of red tape. The value of a Secretary of Munitions, however, would depend on the competence of the man selected for the post.

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THE SPIRIT OF JAPAN

A VINDICATION OF JAPAN'S FOREIGN POLICY BY MARQUIS OKUMA AS INTERVIEWED BY GREGORY MASON, OF THE OUTLOOK STAFF

A FEW months ago his opponents were sure that politically Marquis Okuma was finished. More recently it seemed that in a completer sense he had run his course, when for several days he balanced on the edge of death. But a knack of turning defeat into victory has marked the long life of the young old man who has five times been a member of the Cabinet and twice Premier of Japan. The other day Marquis Okuma was entertained at dinner by three hundred friends who toasted his return to health. And he is no more dead politically than physically. He may not hold office again, but while he lives he will be a force in politics.

Marquis Okuma has begun again writing articles and giving interviews on political, social, and educational questions of the day—everything from the "open door" in China to the advisability of the adoption of Roman letters for the written language of Japan. This method of expression has long been a favorite one with Okuma, especially when the tiller of Government is out of his hand. Okuma is like Roosevelt—you can deprive him of office, but while he lives you cannot deprive him of influence.

Nor while he lives can you deprive him of his wide and deep interest in life. That has saved him from death time and again. You can see this in his eyes—very shrewd but very kind—eyes that have been kept young by their zest for everything they have seen. What other living eyes have seen more than they? They have seen a barbarous feudal state where men wore two swords at the thigh become a modern nation of factories, limousines, and derby hats. Were there an Englishman or a Frenchman now living who had lived in the England or the France of the feudal period he would have known no greater changes than those which Okuma has known. And it is the determination to see the outcome of other changes now in evolution which keeps Okuma alive and energetic at eighty.

"About two months ago, when I was very seriously ill," said he when I had congratulated him on his recovery, "the world seemed wonderfully interesting. So I determined to postpone my departure from it for a little while longer."

We were sitting in a parlor of Okuma's big, foreign-style house at Waseda, a suburb of Tokyo, the site of Waseda University, founded by Okuma and still governed by him. The room was very large, and bitter cold. In Japanese fashion, it had been unheated till we entered it, but now gas jets were lighted behind the imitation coals in the single fireplace. Twenty feet away from its desirable warmth we huddled around a little table—Okuma, Dr. Masasada Shiozawa, Dean of the School of Economics of Waseda University, and I. As slight auxiliaries against the damp cold of the great room there were the thick flaming red carpet and a pile of igneous and calorific substances which a servant placed on the table before us at Okuma's order. There were cigars, Japanese and foreign cigarettes, "whisky bonbons," crackers, and piping hot tea. This was English tea served with sugar and "cream"—as thin milk is courteously called in Japan, where champagne is common and real cream is a luxury seldom seen and hardly ever tasted. Later, as we talked, servants brought in more tea—Japanese tea, fragrant, untainted with sugar, and served in daintily colored cups.

Marquis Okuma reads English and understands some of the spoken language, but speaks it little himself. Dr. Shiozawa, a distinguished and accomplished gentleman of average Japanese size, with a huge, handsome mustache drooping like a pirate's, had volunteered as interpreter.

Except for the luxury of that frigid room we might have been three desperate Arctic explorers conferring over their last cache of supplies: Okuma—plainly the leader—with high cheek-bones and bold head like a Cossack, and an Irish boldness in his voice and eye; Dr. Shiozawa, little, with intelligent, sympathetic eyes showing out of his enveloping winter kimono and from behind his great tusks of mustache, where tiny icicles tried to form; myself, long, bony, cadaverous with cold.

"I would like to ask Marquis Okuma for his opinion of the Ishii-Lansing Agreement with regard to China," I said to Dr. Shiozawa. The Marquis understood what I had said, and without waiting for any interpretation launched into a discourse which lasted fully half an hour. He is a great talker. His opponents twit him about his fondness for monologues. But without understanding the Japanese language I could tell it was eloquent; he hardly paused for breath, and worked himself into a great earnestness, tapping his knee with his cigarette-holder for emphasis.

Dr. Shiozawa put his translation into the first person, speaking as if he were Okuma.

"When I heard of the conclusion of the Ishii-Lansing Agreement, I shouted for joy. It is a splendid thing, a splendid arrangement for China, for America, and for Japan. I rejoice because it contains just the sort of principles I have been fighting for through long years of my public career.

"More than twenty years ago Japan had a war with China. Japan did not seek that war. It was forced upon her. But, since she had to fight, she fought as well as she could, which was good enough to win. Seeing that she had exposed China's weakness and that she had gained some pieces of territory by the war, the Powers began to talk about partitioning China. I was Foreign Minister then, and I opposed that suggestion. They wanted to divide up China in much the same way as the Powers had divided up Africa. But China is not like Africa. China has a definite civilization of its own, Africa has nothing of this sort. Incidentally it would be a difficult labor for any nation to absorb much of China. In the end, like a creeping vine, China might choke any nation that tried it.

"Some of the Powers were much disappointed because of Japan's opposition to the partition of China. In particular Germany was disappointed. So the Kaiser spoke up and warned the world against what he called the 'Yellow Peril.'

"Later, when Russia tried to encroach on parts of China not guaranteed by treaty against aggression, Germany backed her up. Germany was playing an underhanded game. Japan's warning roused the attention of the other Powers, and Germany and Russia backed down.

"Then John Hay came forward with his proposal for the 'open door' in China. Japan welcomed this. It was just the sort of thing we had been fighting for. It displeased Russia and Germany, but they had to accept.

"But before long Russia began encroaching again, on Korea and Manchuria. Four times Japan gave in to Russia, when some other nations would have fought; but the time came when Japan could give in no more. Japan fought in self-defense—an island Empire threatened with being pushed into the sea by the Russian landslide.

"As a result of that war Japan got Korea and part of Saghalien, but she had not gone into the war with any aim of territorial aggrandizement. Nevertheless people again began talking of the 'Yellow Peril.'

"When the present war began, Japan had no thought of aggression or foreign conquest. She was devoting herself to her own peculiar problems, local and internal. But the Allies asked her to do her part under the Anglo-Japanese Alliance, and she was glad to do so. England had been a good friend of Japan and deserved a friendly return. So Japan swept the Germans out of the Orient and off the Pacific. Again some enemies charged that Japan was self-seeking, and raised the cry about the 'Yellow Peril.' How absurd that is! No one has ever suggested that Japan was concerned with beginning the war! Then why blame her for fulfilling her legal obligations to England, which is all she has done, and which she has been glad to do?

"But in regard to the Ishii-Lansing Agreement. It is true that it's nothing new, as the critics say. But it is good, it will do much good. It is valuable to have these principles reiterated and in writing. When the news of it was brought to me I was very glad. It means the dawn of a new day in the Far East and on the Pacific. It gives the lie to the talk of self-seeking, on both sides. It is very substantial evidence that both sides

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want to be fair and friendly. And, above all, it declares that China must not be partitioned, as I have contended all along.

"By the Ishii-Lansing Agreement the Far East ceases to be a center of suspicion. The convention gives Japan her just dues—and nothing more—which is all she wants.

"No one need worry about the question of the future interpretation of the clause which recognizes Japan's special interests in China. What Japan wants in China is the right of commercial expansion under equal opportunity. She has no desire to push other nations out."

Dr. Shiozawa stopped speaking. I asked a question about Okuma's understanding of the last clause in the Ishii-Lansing Agreement, in which the two Powers "mutually declare" that they are opposed to any infringement of China's integrity. I put the question as follows:

"Some men say that this last clause of the Agreement means that if terrible disorder should break out in China, endangering foreign interests and lives, Japan, in view of her 'special' relation to China, would be justified in sending in an army to protect foreign interests and restore order just as she did at the time of the Boxer Rebellion, and just as America sent General Pershing into Mexico. And, moreover, that in the event of such an occurrence America's pledge as now given to Japan means that, being too far away to act as policeman in China herself, she will support Japanese police intervention in China, perhaps financially, morally at any rate—vouching to the other Powers for Japan's disinterestedness and sincerity, and guaranteeing that Japan is only acting as policeman, and will not permanently occupy any part of China. Do you understand that this last clause of the Ishii-Lansing Agreement means that?"

"Yes," was Okuma's reply, "I understand it means just something like that. Japan is not anxious to do any active constabulary work within China—it would be very difficult. Besides, the same old suspicious groups would raise the cry that Japan was intending to take something for herself, just as some people said the Pershing expedition was sent into Mexico for conquest. Naturally, while China is unsettled a policeman may be needed. Japan, through propinquity, is the natural one to fill the position. The Ishii-Lansing Agreement is Japan's pledge that she will act in good faith in case she is called on to do police work in China, and it is America's indorsement of the validity of Japan's pledge and America's guarantee to other Powers that Japan will keep her word.

"So the Agreement will defeat the attempts of all those who are trying to separate Japan and the United States and who seek to create bad feeling and suspicion out of Far Eastern issues generally."

While Dr. Shiozawa had been interpreting, the venerable statesman had pressed a button somewhere and given instructions to the summoned servant, who now returned carrying a bronze Buddha, about eight inches high and sitting cross-legged on a lotus flower, as Buddhas like to do. The right breast of the image was bare, the right hand thrust downward against the right knee, while the left hand lay open and relaxed on the left knee. With his boyish Celtic smile Okuma hitched his chair close to the table and pointed to the figure, speaking as follows, in short, emphatic sentences:

"Let us take this whole figure as a symbol of Japan. The right fist, pushing downward, is repressing evil, pushing all bad spirits away. The left hand is open and ready to be extended in welcome. It signifies generosity and love. The right breast, which is open to the air, also means love, friendship, and sympathy for the world.

"That is the spirit of Japan. That is Bushido—that is the spirit and attitude of the Samurai. Japan fights evil when it is necessary. She is prepared to fight. But, like her old Samurai, she prides herself on drawing the sword as rarely as possible. (Of course she has her militarists, but so has every country, and it is not fair to judge Japan by these few men alone. They are not in control in Japan, and will not be.) So, you see, Japan draws the sword only in defense. But she is an island Empire, with a growing population. She is dependent on outside commerce and industry, and she must be ready to defend herself against aggression, especially such aggression from Asia as Russia brought against her in the past. But she has no aggressive designs. She represses evil with one hand, as this Buddha does; the other hand is extended in welcome, and the breast is bared in kindness and love for all good influences. Japan is stern and chaste—as America is. Our Samurai spirit is matched by your Puritan spirit. So may Japan and America work in harmony for good.

"Please remember, though, all friends of Japan—as you Americans—when men speak against Japan you must always wait to hear her side. Some say that the United States was aggressive and determined on conquest in the war with Spain because she came out of that war with Porto Rico and the Philippines. Some say that England was unjust and selfish in her war with African tribes because she emerged with Egypt in her possession. But intelligent Japanese know that such charges are absurd. So do we hope you will recognize that it is absurd when it is said that Japan has gone into her wars for conquest."

While all this was being interpreted Okuma kept smiling and nodding his head. When he turned his profile as he lit a cigarette he silhouetted against the window his jutting eyebrows, his prognathic mouth, the upper lip slightly prehensile, like a flute player's. These features and something quizzical and boyish in his expression kept suggesting an Irishman rather than a Japanese. He looked a little like old Mike Donovan, once famous pugilist and later famous as the boxing instructor and friend of many well-known Americans, including Theodore Roosevelt. He seemed democratic, un-selfconscious, full of pure enjoyment in his talk, altogether the sort of man you would call behind his back "a fine old boy."

Lately the Japanese press has been full of editorials and interviews purporting to prove how impossible it is for Japan to do more in the war than she is doing, and especially that it is out of the question to consider sending Japanese troops to any European front. All this seems to be called forth by the belief that there is *danger* that the Allies will ask Japan to make greater sacrifices. The intimations from Washington that the Ishii mission had arranged with the American State Department for an enlargement of Japan's share in the war have been the cause of much discussion and speculation in Japan. So I asked Marquis Okuma if he thought Japan would do anything more in the war than she has been doing. Said he:

"It cannot be said that Japan will not do more, because conditions may change. At present it can only be said that public opinion is all against sending Japanese soldiers to Europe. The people feel that Japan has done her part, and they don't see why she should do more. We have swept the Germans from the Far East, which was our field. Our people feel that the other fronts are very remote. The Allies must not be unfair to Japan because of this feeling of our people. We recognize that it is a war for democracy, that it is a war for international justice. It isn't that we don't sympathize with our allies, but that we doubt the need of helping them with men, now.

"Remember, it took two and a half years for American public opinion to be roused to the point of wanting to fight. In a sense you are nearer the war than we—at least you have suffered more from German submarine attacks. It is quite possible that Japanese public opinion on this question will change. The capture of Petrograd by the Germans might make a change in Japanese feeling. Any likelihood of a German advance east through Russia, either now or as a result of victories later, would alarm the Japanese people. Other things, too, might change public opinion here. Anyway, Japanese officers are in France studying the military problems there closely, and our army is keeping up to date—in case it should be needed."

"Do you mean to say that the Japanese are more vitally interested in the French front than in any other?" I asked. "What front do you think the Japanese would probably go to in case their troops should be sent abroad?"

"That," he replied, "would be determined largely by our public opinion. You know we Japanese are much moved by matters of sentiment. I should imagine that public opinion would favor the western front, for it is part of the Samurai spirit to choose the hardest tasks. We would perhaps send half a million men, perhaps more, but we would be ready to sacrifice that many men at once, anyway. We would hope to be given twenty to fifty miles of the western front, and we would pray to be given Hindenburg, Mackensen, or the Crown Prince as our opponent. Then we would drive in, ready to lose half of our

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five hundred thousand men or all of them, but confident that we could strike the Germans such a blow that, with the pressure of our allies on each side, the Germans would fall back to the Rhine.

"That is the Samurai spirit, and Japan would fight in that spirit or not at all. Lesser tasks on weaker fronts do not appeal to our national sentiment.

"You can sympathize with that feeling, you Americans, who can match the hardihood which our people have inherited from our Samurai with the stern courage which you have inherited from your Puritans."

Okuma had spoken in a full, vigorous voice. With his alert, unhesitating manner, he looked more like a man of sixty than a man of eighty. The first sign of infirmity was when he rose, for he stood quite unsteadily on the artificial leg which he has used ever since the attempt to assassinate him in 1888. Dr. Shiozawa took his left arm and I took his right. It was as big as a shot-putter's and as hard as iron.

Okuma's views have far more weight than those of an ordinary statesman out of office. The man who has fought a lifelong fight for liberty and democracy in the autocratic Empire wields a vast, quiet influence in Japan. He is almost alone among the old men of Japan in his liberalism. It is true that his liberalism seems to shrink when he holds office, but this is true of other Japanese statesmen, and influences which work secretly back of the Government may be the cause. Okuma is the friend of the young men of his country in whose hands lies the cause of Japanese democracy. He has always been a young man's man. He has always looked forward. His Japan is the new Japan which the world will know in the years that are ahead.

Tokyo, December 3, 1917.

HEROES OF AVIATION

BY LAURENCE LA TOURETTE DRIGGS

AUTHOR OF THE ARNOLD ADAIR STORIES RECENTLY CONCLUDED IN THE OUTLOOK

THE most frightful death that can be feared in war aviation is perhaps that of burning alive in mid flight far above the possibility of succor or escape. A shot in the fuel tank or a back-fire of an overheated engine may ignite the petrol. The unfortunate pilot has but two courses open—to descend while his very motion fans the flames into redoubled fury, or to jump from his machine to certain death without the torture of burning.

Airplane parachutes are now perfected whereby a fair chance for escape is given to an unhappy pilot thus driven over the side of his doomed machine. A comparatively safe fuel tank has recently been devised which will quite adequately protect the petrol from ignition by bullets or shell. Thus necessity continues to be the mother of invention, and thus gigantic strides for the safety of aircraft are impelled by these uncivilized perils of warfare—to the eternal benefit of this fascinating sport.

German airplanes of late 1917 design are equipped with a device whereby a flaming fuel tank can be discarded by the pilot with one stroke of a lever. A small additional tank provides essence enough to take the airplane home.

Our first contingent of American-trained fliers to arrive at the front contained a finished pilot and a charming gentleman in the person of the debonair Ned Post, of New York and Harvard. To the thousands of his friends who have delightedly witnessed his daring flights at Governor's Island and Garden City his latest exploit in France will be of interest.

On September 25, 1917, Lieutenant Post went aloft in a new type of —— airplane, the swiftest and fastest-climbing machine known to aviation. He attained a height of twenty-two thousand feet in the frigid air before he discovered that he was numb with cold. It was the first trial of his new machine, and he had left the ground simply for the purpose of testing its capacities.

Volplaning steeply down towards his airdrome, Post strained his new craft to the utmost with every variety of twist and turn that could possibly be experienced in the throes of actual aerial combat. Arriving at some two or three thousand feet above ground, the lieutenant moderated his contortions and looked carefully over his wires and supports to see that all had withstood the strain he had given them. To his horror he discovered that his fuel tank was ablaze and that flames were spreading rapidly back along the length of the tail of his machine.

With his customary *sang-froid*, Post cut off his motor and eased his blazing airplane down to the nearest landing-place, unfastening his tools and throwing them out as he fell, and detaching as many of the instruments from the dashboard as could be loosened in such a perilous descent. As the airplane rubbed along the ground Post dropped the control-stick, climbed out to the forward step, and before the roaring flames had time to swoop over him he jumped.

This cool escape from an apparently certain death, together with his forethought in saving his tools from destruction, was rewarded by a recent citation from his general, praising his skill and deportment as an airman, and recommending his coolness and judgment as an example to other aviators now training in France.

On September 10, 1915, a French reconnaissance biplane, piloted by Lieutenant Le Gall and occupied by Captain Sollier as observer, was circling disdainfully over the German guns at a low elevation and plainly within the sight of the admiring poilus from their trenches. Captain Sollier was correcting his map of the enemy's position and was jotting down in his note-book frequent items of interest as the enemy strongholds were revealed to his survey.

Le Gall, the pilot, amused himself with watching the futile bursts of anti-aircraft shells as they dotted the air behind him. Far overhead sat a trio of scouting machines guarding them from attack by enemy airmen.

Suddenly a German shell burst directly beneath them. The explosion hurled the biplane violently upwards. The machine turned upside down, and as the two comrades looked at each other they saw a burst of flame gush from the ruptured fuel tank behind them.

The wind was blowing towards the French lines. As the airplane dropped, swooping this way and that, the hot flames alternately licked their faces, paused there for an instant, then swept away from them with the breeze, only to return to their torture with the following swoop. Their clothing was ablaze, and a landing-place was still hundreds of feet distant. They could not hope to reach it. The blazing machine must crash inside the German lines; the shock of landing might extinguish the flames, and in this case their papers would be left unconsumed in the hands of the enemy.

Captain Sollier, who sat nearest the blaze, reached forward and handed his pilot some of his maps and his note-book. Both began rapidly tearing the papers into tiny squares. No matter whether the fire consumed them or not, no information should be saved for the enemy!

The breeze carried the fluttering fragments across the trenches into the French lines, and as the white-faced poilus saw them falling they uncovered their heads and bowed low in their reverence for this last act of devotion to their beloved France.

Lieutenant Flock and Sergeant Rodde were flying above Mülhausen on March 18, 1916, in a slow-going observing machine, when suddenly out of a floating cloud above them darted a German Fokker which had been concealed from their view within the cloud. They turned and dived for safety, but the swifter fighting machine had them at its mercy. The German outmaneuvered them on every turn, and, despite all their artifices, the Hun kept safely outside their zone of fire.

A running fight of many minutes ensued, and as the French lines drew closer the French airmen were beginning to hope for a safe escape from the unequal combat, when suddenly their antagonist darted beneath them and, coming upright on his tail, poured a stream of lead into them from below. Their fuel tank was punctured, and immediately their airplane was ablaze.

Without an instant's hesitation, Flock lowered his elevators

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GEORGES GUYNEMER

Captain of the famous "Cigognes." Shot down over Ypres, Sept. 11, 1917, after achieving 63 victories over German airmen. He wears the badge of the Legion of Honor, the Military Medal, and the Croix de Guerre

ADJUTANT BERTIN

This daring aviator rescued a friend whose airplane had caught fire and dropped within the German lines. Under fire, he swooped down in his own airplane and carried his comrade to safety

LIEUTENANT BRINDEJONC DES MOULINAIS

One of the most famous aviators in the world before the war. He was killed over Verdun through the falling of his airplane, whether in combat or by accident is not known

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LIEUTENANT EDWIN M. POST, JR.

An American aviator recommended by a French general as an example to his French comrades

CAPTAIN LAURENS

One of the most famous of present-day aviators. Has led 300 midnight expeditions into the heart of Germany

ADJUTANT CASALE

An incident unique in the annals of aviation is recorded of Casale in connection with the destruction of an enemy airplane—a duel between its occupants

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and his blazing machine nosed down. Before the exulting Boche could recover his control the French biplane crashed into him, and the two machines, crushed into one blazing funeral pyre, sped swiftly downwards into the woods of Alsace.

On August 24, 1915, two airplanes left a French airdrome at Châlons and passed over the German lines. One machine contained the veteran Adjutant Boyer and an officer observer; the other was piloted by Sergeant Bertin, who accompanied the adjutant as an escort and protector.

At a height of eleven thousand feet they were dodging the enemy shells, which were exploding on all sides of the two airplanes, when immediately in front of Adjutant Boyer's machine a black burst filled the air with flying missiles, and Bertin, from above, saw his companion's airplane falling out of control straight down into the Hailly woods.

He cut off his engine and dived after his friend, braving the increasing hailstorm of lead as he drew nearer the ground. No landing-place appeared among the trees below. The crippled airplane fell heavily into the tree-tops and lodged there. Repassing the spot at a low level, Bertin saw his two friends scrambling out of their wrecked machine, apparently uninjured. He saw the officer observer quickly descend to the ground, where he destroyed his maps and papers, and then set off at a run to hide from pursuit. At the same moment a mass of flames appeared in the tree-tops. Boyer had set fire to the wreckage before descending the tree.

German soldiers were running through the woods from several directions towards the wrecked airplane to make certain of the capture of the two Frenchmen.

Bertin, with instant decision, cut off his motor, and, quickly choosing the most favorable spot in the vicinity, dropped down through the trees and landed amid the bushes on the rough ground. He shouted to Boyer to come to him. Boyer answered, and came running through the forest with a score of German riflemen shooting at his heels. Restarting the engine with one swing on the propeller, Boyer jumped into his friend's airplane amid a shower of bullets, and coolly turned and pointed the machine gun on his pursuers. Gradually the airplane accumulated speed, lurched through the rough brush until it rose from the ground, and, guided by the heroic Bertin, glided between the branches of the overhanging trees and soared nobly away into the free air. The two friends passed safely through the enemy's fire and ultimately regained their own lines, where both pilots were welcomed by their comrades with kisses and cheers. Each of these intrepid airmen subsequently received decorations and generous citations in official reports for this remarkable exploit.

An "incident" said to be unique in the annals of aviation, and adequately substantiated later by official reports, amazed the members of the French Escadrille N-23, who witnessed it near Charmontois.

Two French single-seater machines from Escadrille N-23 were patrolling over the French lines at a height of eighteen thousand feet very early in the morning of May 10, 1917. These fighting planes were piloted by Casale, an ace of great reputation, and Legendre, a less conspicuous pilot of this famous escadrille.

Suddenly the Frenchmen perceived under their very noses, but some distance below them, a rare type of German airplane, containing pilot and observer, pursuing a leisurely path across the trenches into the French lines. The enemy machine was quite safely above rifle fire and appeared to be wholly unprotected.

Not crediting their senses for a time, the two French scouts flew along above the Boche until he had passed so deep into French territory that he could not escape their attack, then they dropped closely behind him to get a look into this Hun mystery. It was no ordinary occasion to find a Boche airplane, unattended, flying behind French lines.

Casale, who already had a list of seven enemy airplanes in his book, darted onto the stranger's tail and let go a dozen cartridges from his mitrailleuse. It was enough. At a height of thirteen thousand feet the German airplane wavered drunkenly for an instant, then fell over into a tail spin and dropped like a stone.

The two French pilots dropped swiftly after the falling Boche. They suspected the usual ruse which is practiced by an antagonist to gain a little time and position when unexpectedly attacked. Sliding swiftly down alongside the whirling enemy, they witnessed a remarkable proceeding.

The German observer had left his seat and was leaning back, striking savagely with his fists at the face of his pilot. The machine was descending, unpiloted and uncontrolled, faster and faster to a certain smash.

Suddenly the pilot stood up in his cockpit, and, seizing his officer by the throat, lifted him up bodily and threw him headlong overboard into space. The rapid revolving of his machine aided him in the struggle and his antagonist offered slight resistance.

The pilot gazed after the falling figure of his companion a moment, then grasped his controls—and just in time! At less than a thousand feet above the trees he brought his airplane out of the spin and managed to pancake it adroitly into the tree-tops. The machine slid backwards through the branches, hurling the pilot forward as it fell.

Landing as quickly as possible, Casale and his companion hastened to the wreckage. To their astonishment, they found the German pilot safe and sound. The officer observer was killed by the fall and was picked up some distance away. Upon investigation, it was discovered that he had been severely wounded in the first attack, several bullets having passed through his body.

Upon being questioned about the quarrel with his officer, the captured pilot told Casale that he was Corporal Haspel and his observer was Lieutenant Schultz. He stated that his engine had been struck by Casale's shots and the motor stopped. He discovered that his officer had been severely wounded, though he himself was unhurt. He turned and attempted to volplane back to the German lines, which could easily have been reached, he said, from his high elevation. But Lieutenant Schultz, his superior officer, insisted that they surrender without further risk of attack. Haspel refused to obey. The officer, severely wounded as he was, reached back and struck the pilot several times with his fist. The pilot felt the officer's fingers around his throat and the airplane fell into a spin. Then, in sudden anger, Haspel seized the lieutenant, and, aided by the rapid whirling of the downward spin, flung him from the cockpit. Before he could restore complete control of his machine it crashed into the trees and was lost. Then, so incredible was it that he could not yet believe it, he found himself thrown clear of the wreck of his airplane, and, picking himself up, discovered that he was without a scratch!

But Casale, looking at the still trembling corporal, said ironically to himself, "I wonder, now, if Lieutenant Schultz was choking him for trying to escape, or was it for trying to surrender?"

No answer was ever found to this riddle.

Captain Laurens, old chief of Escadrille 101, is famous throughout aviation circles as an audacious pilot, a king among bombarders in airplanes, and a post-graduate in the arts of night flying. He is probably the most conspicuous creator of night-flying precepts in France. His experiments and researches in this department of aviation have been carried out with remarkable daring and skill. To rise from a rough field on a foggy night, and, more difficult still, to return and alight there again under these adverse circumstances after a flight of a hundred miles and more into the enemy's lines, has long been a bugbear to aviators. Yet it is precisely these difficulties that had to be overcome by the bomb-dropping squadrons who must depart each night to carry on the important work of destroying German munition factories and railway warehouses located far within the German lines.

Captain Laurens has led three hundred odd of these midnight expeditions into the heart of Germany. Extraordinary success is his almost without exception, and he has received from time to time all the honors, decorations, and citations that a grateful country can bestow upon its heroes. Twice he was compelled to land at night in an unknown enemy territory by the sudden failure of his engine. On both occasions, by sheer miracles and his own marvelous skill, he came safely to earth, repaired his engine, and returned again placid and unhurt to his own airdrome.

Thus with every conspicuously successful career in aviation

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are found certain very human characteristics that usually spell success in every profession.

Of George Guynemer, the French ace of aces, who was killed in combat on September 11 last, and who had brought down over a hundred of his enemies in single combat, fifty-three of which were "officially" witnessed, it is said by his fellows that he never ventured aloft until he had spent two hours in his hangar, minutely examining himself every detail of his engine, airplane, and gun.

Every cartridge was taken out, tested, greased, and carefully replaced. He tested his oil and fuel. Every wire and turnbuckle on his machine received in turn his undivided attention, although his devoted mechanics who had the care of his fighting machines were the best that France could provide for her most precious airman.

And this extraordinary attention to detail Guynemer carried to his daily combats in the air. In maneuvering, in self-defense, in opening fire, and in retiring from danger he invariably disclosed this same fastidious care in every movement. When he brought down an enemy machine, his first care was to examine his antagonist's airplane and armament to see if any new device on either would improve those of his own service. In what manner he finally succumbed, to what detail of his customary caution he was indifferent, will never be known. He was shot through the head on the morning of September 11 over Ypres by the German pilot Wissemann, and his comrades did not know his fate until apprised some days later by a communication dropped into their airdrome from a German airplane. His conqueror, Wissemann, was shot down in combat three weeks later by René Fonck, a French pilot of Escadrille N-65.

Brindejonc des Moulinais, the beloved, in writing of his airplane gun on July 4, 1916, said:

"I just missed getting a Fokker at a hundred yards to-day, and I swore like a charcoal-burner. I would have had him certainly, but I ran out of cartridges. These little magazines of only forty-seven cartridges are very tiresome. At the moment one finds himself in a good position and near enough, the bullets are exhausted, and to reload one must of course lose the Boche in the process."

Again, on August 1, 1916, he writes in his diary:

"This is amusing—all this chasing of Boches—and I always maintain such prudence that the risk is nothing, or almost nothing. I have given much thought to this question, and this is the way it appears to me: it is merely a question of profiting by the weak points and the faults of the enemy; and also being a good shot is important, of course."

On August 19, 1916, Brindejonc was killed in the crash of his machine to earth at the edge of Verdun. But whether he fell in combat or came to his death by accident will never be known. He left his airdrome alone as usual that morning. An hour later a falling airplane attracted the attention of the poilus in the trenches. No enemy was seen, and in the broken fragments of his machine no evidences of conflict were discovered. Thus died this famous hero of aviation.

"THE ORIGIN AND EVOLUTION OF LIFE"

A NOTICE OF HENRY FAIRFIELD OSBORN'S BOOK

BY THEODORE ROOSEVELT

IT is well to be cautious in statement about any contemporary book; and yet it is difficult not to speak of Henry Fairfield Osborn's "Origin and Evolution of Life"[1] as one of the great scientific books, as a book that is permanent in the sense that Darwin's and Huxley's books are permanent, and influential in a sense that is not true of the books of writers, like Cope, whose profundity of thought is not accompanied by lucidity of formulation and expression. I believe that the sober judgment of scientific men will confirm this statement. Previous students during the one hundred and fifty years since, with Buffon, the first serious study of the problem began, have almost invariably approached the subject from the standpoint of the naturalist. Osborn approaches it from the standpoint of the physicist. He treats of the origin and evolution of life from the standpoint of the action, reaction, and interaction of energy. The pure naturalists treated the forms of living matter as practically the sole subject of study; Osborn thinks rather of the phenomena of living energy. Where the most illustrious of his predecessors reasoned backward from matter and form towards energy, he and the other students of his type reason from energy onwards towards matter and form. These modern investigators of the stamp of Osborn and Jacques Loeb treat physicochemical research as vital to the successful handling of the energy concept which must lie at the base of every serious attempt to treat of the beginning and development of life.

One of the great merits of Mr. Osborn's book is the entire absence of that confident dogmatism which has completely marred the work of so many otherwise great scientists. He has the openness of mind, and the willingness to admit lack of knowledge, which were among the contributing causes of Darwin's greatness. He explicitly states that he does not even pretend to offer a clearly developed energy-conception of the origin of life or of all the marvelous facts of evolution, adaptation, and heredity. All that he does is to blaze the path of knowledge a few rods forward in the right direction.

Of course Osborn accepts evolution as a natural law, no more disputable than the law of gravitation; the non-believers in one of these two great natural laws are of exactly the same stamp as the worthy persons who a century ago still disbelieved in the other. This law of evolution is now inseparably connected with the name of Darwin; and in a sense justly so, for Darwin did more to establish it as one of the fundamentals of human knowledge than any of the other learned men who from the days of Aristotle to our own time have groped after its significance. But Darwin's theory as to the dominant cause of evolution now receives less support than it did half a century ago; and neither the opposing nor the supplementing theories of his antagonists and disciples have received even as much acceptance. The chief positive recent addition to our understanding of the forces of evolution is the sharp distinction now universally admitted to exist between the general body organism itself and the reproductive cell or cell group within it—germ plasm, as the latter is generally called, although Osborn styles it heredity-chromatin. We have, however, made the negative gain of eliminating the Darwinian idea of chance selection, which seems to be refuted by the palæontological record of many different groups of animals—the titanotheres offer an early instance. It seems to be clearly proved that life evolves in an orderly way; and this is one reason for believing that the energy which keeps the universe in order is, in some way which we do not comprehend, also responsible for the orderly procedure of life.

All of the theories hitherto propounded to account for evolution, even if taken together, fail to account for it. It is possible that our intelligence is not such as to enable us to account for it any more than we can resolve the law of gravitation into its causes. But Osborn and the other profound scientific investigators of his school believe that there is at least a chance that the cause may be found; and they have taken the indispensable first step in this direction by clearly grasping the fact that *energy*, and not *form*, lies at the beginning of the evolution of life. In other words, the task they set before the scientific investigators of the twentieth century is a task primarily for the biochemist and physicochemist rather than for the naturalist. They seek to establish a closer connection between the

[1] The Origin and Evolution of Life. By Henry Fairfield Osborn. Charles Scribner's Sons, New York. $3.

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energy shown in the stellar universe and the energy shown in life.

Osborn first poses the questions as to the origin of life; and here again his complete freedom from the obsessions of dogma deserves allusion. He does not attempt to furnish more of an answer than the facts permit, and is careful always to indicate that the answer is partial or merely suggestive—or perhaps as yet entirely non-existent. He treats of the energy concept of life, and he bases the theory of the evolution of life upon the action, reaction, and interaction of four kinds of energy, namely: (1) the inorganic environment—that is, the energy of soil, air, water, sun-heat; (2) the organism or energy shown in the living body itself, whether simple or complex; (3) the germ cells or energy shown in the sharply segregated portion of the body which has to do with reproduction; and (4) the life environment, the energy of the other living things which surround any one evolving life unit. This means that each evolution consists in reality of four simultaneous and interacting evolutions.

The bulk of the book is divided into two parts: first, the adaptation of energy; second, the evolution of animal form. This second part is presented with admirable interest and clearness, and in the principles set forth Osborn shows his usual characteristics of seizing with well-nigh unerring skill the essentials, the things that underlie and are basic, and of flatly refusing to be led into sacrificing his grasp of the whole aspect of the matter by absorption in one minute phase thereof. In other words, he possesses the rare gift of generalizing boldly and on a large scale, but never recklessly, and never on insufficient data; so that he stands equally far from the crude generalizer whose work is worthless, and from the laborious specializer whose work has a real, but an exceedingly limited, value. His whole discussion of "character evolution" in the chapter on mammals offers a case in point.

This second part is the easier and in some ways the more interesting to read. But it is the first part which represents the greater and more original contribution to scientific thought. In this part Professor Osborn deals with the adaptation of energy to the formation of life. He is dealing with matters as to which it is, at this stage of our knowledge, imperative to feel our way tentatively; and the number of unknown factors is so large, and so many of the known factors are familiar only to experts, that it requires close attention for a layman clearly to grasp what is set forth. We have long passed the stage when men thought that Darwin had discovered a solution, at once entirely complete and entirely simple, of the origin of species and the development of life—the stage when well-read men who were in no sense thorough scientific students (men like Fiske, for instance) produced smooth offhand solutions of problems for which at present we at least know that we have discovered no solution. A half-truth is often of extreme simplicity; but the whole truth is usually of such complication that the utmost effort is necessary in order merely to state it.

This first part of his book Mr. Osborn divides into three chapters. The first chapter treats of the lifeless earth, air, and water of the primordial globe, which differed chemically from the world of to-day; and Professor Osborn shows that life has taken up and made use of almost all the chemical elements which occur frequently in the soil, the water, and the atmosphere. He shows that life doubtless originated in water, and probably in fresh water on the primitive continents.

The second chapter is in some ways the most important in the book, for it treats of the effect of the sun on the physicochemical origin of life. Professor Osborn lays special stress on the chemical side of life energy; on the "chemical messengers" which produce special and general interaction among the various parts of the organism. The light and the heat of the sun were captured by the primordial life forms, which thus transformed lifeless into living energy. This transformation meant that the properties of the chemical life elements in the lifeless world became functions of the organisms in the world of life. The electric energy of life depends on the original heat energy of the sun or earth; and apparently life at its outset thus captured heat energy, whereas the capture of the light energy by life occurred only much later, through the agency of chlorophyl, the green coloring matter of plants. Bacteria appear when only heat has been captured by life; but all higher life energies are dependent directly or indirectly upon the capture of light also. Then as life developed the interaction of the various chemical life elements became infinitely more complex. All of this is fact. But the mode of the actual origin of life is pure speculation, and this Mr. Osborn explicitly states at the same time that he sketches five hypotheses, representing five successive physicochemical stages, of the origin and earliest stages of the evolution of the life organism out of some ten of the chief chemical life elements.

The third and concluding chapter of the first part of Mr. Osborn's book treats of the early energy evolution as seen in bacteria, algæ, and plants. Doubtless the world during uncounted æons of time was habitable only for organisms as simple as bacteria, while these were slowly making it ready for the lowest forms of plant and animal life. The lowest bacteria derive their energy and nutrition directly from the lifeless world. At the higher levels of bacterial life the protoplasm (the body form) and the chromatin (the reproductive substance) are developed; and then these become the two structural components of the living world.

Professor Osborn explicitly disclaims any attempt to interpret the phenomena of life appearance with dogmatic assertion as to whether there is or is not something that can be disassociated from the functioning of energy as we understand it. The point is far less important than it has seemed both to certain theologians and to certain scientists, for the excellent reason that there are plenty of phenomena unquestionably proceeding from natural law which nevertheless have in them an element totally incomprehensible to, and probably totally incapable of comprehension by, our intelligence. All successful scientific discoveries have been anathematized by certain pietistic theologians, and exultantly screamed over by certain materialists, as marking the end of religion. The discovery that the earth was round, the discovery that the world went round the sun, the discovery of enormous geological ages, the growth of appreciation of law in the natural world, the discovery of the law of gravitation, and recently the understanding of the law of evolution (which, incidentally, had been at least strongly suspected by thinkers as far apart as Aristotle and St. Augustine), were all in succession treated as mischievous heresies by certain champions of orthodoxy, and were also, with equal folly, accepted by certain skeptical materialists as overthrowing spiritual laws with which they had no more to do than the discovery of steam-power has to do with altruism.

The outcome of the working of purely natural law often shows some element which no explanation on our part enables us to interpret and which no speculation would explain save by the substitution of one form of verbiage for another; a line of uninterrupted and gradual causative changes may result at the end in something of which there was no vestige at the beginning; and with our brains we may show with flawless logic that something cannot occur when, as a matter of fact, it does occur. Three examples will illustrate these three statements.

Hydrogen and oxygen combine into water, which contains nothing but the total elements of the two gases and yet also contains qualities totally different from either; for example, it freezes or solidifies at a temperature which has no effect on either of them; and to explain that this probably implies some rearrangement of the speed or position of chemical atoms leaves us precisely where we were before.

The tracing of an unbroken line of descent from the protozoan to Plato does not in any way really explain Plato's consciousness, of which there is not a vestige in the protozoan. There has been a non-measurable quantity of actual creation. There is something new which did not exist in the protozoan. It has been produced in the course of evolution. But it is a play on words to say that such evolution is not creation.

Very intellectual Greek philosophers were able to prove that there could not be any such thing as movement; just as equally wise persons to-day are able to prove that there is no such thing as freedom of the will, and therefore no individual responsibility; and one statement is as flawlessly logical, and as utterly absurd, as the other. This fact is worth pointing out, because in the world of thought there are just as mischievous dogmatists among twentieth-century scientists as ever there were among mediæval theologians—exactly as, in the world of action,

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the Bolsheviki of liberty, at home and abroad, are as mischievous as the Romanoffs of reaction in politics and industry. As an instance, most scientific men nowadays disbelieve in the inheritance of acquired characteristics, and in consequence a British scientist and Socialist blatantly insisted that habitual drunkenness in the father had no effect on the children. Immediately afterwards experiments on guinea pigs showed that alcoholism in the parent induced physical degeneracy in the offspring. It was then explained by the scientists that this was not the inheritance of an acquired characteristic, but merely the inheritance of an acquired pathological condition which made it easy for the characteristic to be subsequently acquired. There was a certain warrant for the distinction as a matter of scientific speculation; but as a matter of practical action the value of the lesson lay in inculcating a lively distrust of dogmatism among those men of science who believe that with our limited intelligence, and after utterly insufficient investigation, we are able to lay down laws of sweeping application to thought and conduct.

One of the prime merits—one among the many prime merits—of Professor Osborn's book lies in his absolute refusal to be led into this type of statement. He combines to an extraordinary degree wise boldness and wise caution in his speculations and his conclusions. He is never afraid to say that he does not know; and this trait is one of the contributing causes in enabling him to add so richly to our store of knowledge and of wisdom.

This is not a "review" of Professor Osborn's book, in the ordinary sense; for the book comes in that very small class which cannot be "reviewed" save as we can say that Huxley "reviewed" Darwin, and for this the present writer is not competent. I am not trying to review the book. I am merely calling attention to a really great work of productive scientific scholarship.

KNOLL PAPERS

BY LYMAN ABBOTT

THE CHILDREN OF THE CHURCH

What is the relation of the Sunday-school to the Church? Please give to me in a short outline the points of relationship in the light of this present age. H.

THIS is one of several similar letters which I have recently received. They represent a problem which perplexes every churchman, both clergyman and layman. That perplexity I share. The fact that we are perplexed is a good sign. For it indicates that we are beginning to realize that the Church is not doing its duty by the children, and that we do not know how to remedy that very serious defect in our understanding and our fulfillment of our duty.

Once some parents brought their little children to Jesus for a blessing. The disciples would have turned these children away. Why trouble the Master about little children? He had weightier things to think of. But the Master sharply rebuked the disciples. The little children, he said, belong to the kingdom of heaven. It is not easy to understand how, in the face of this incident, one large section of the Church should have taught that children cannot be saved unless they are baptized, another large section that they cannot be saved unless they are converted after they come to years of discretion, and, with few exceptions, the churches generally have done so little, and that little so inadequately, to recognize the citizenship of children in the kingdom of heaven. The State in this respect is in advance of the Church, for the State recognizes as a legal principle that children are citizens of the Republic.

In traveling about the country, when on Sunday morning I go to church, I usually meet a group of children, between six and sixteen years of age, coming away from the church. There are rarely less than twenty-five; often there are over a hundred. I conclude that not only are we not teaching the children to go to church, we are training them not to go. When I get into the church, I usually find very few children under sixteen years of age in the congregation, and very little in the service to lead them to come or to encourage their parents to bring them. Sometimes a children's hymn is sung; sometimes, though not often, they are remembered in the pastoral prayer; sometimes the minister uses some illustration or tells some anecdote which might interest them if they were present. But generally the service is, from beginning to end, for grown-ups. The only lesson the children could learn from attending it would be a lesson of patient endurance of an hour and a half of a service which they cannot be interested in or even understand.

There are notable exceptions. I have known of one Episcopal church where the rector held a children's service of perhaps twenty minutes following the afternoon Sunday-school. This service was a modified abbreviated evening prayer. There were, one short Psalm read responsively, one brief Scripture lesson of not more than ten or twelve verses, a chant or two, a hymn, two or three collects, and a five-minute sermon. The children attended in goodly numbers; they appreciated the service because the service appreciated them. In a Presbyterian church of my acquaintance the pastor preaches every Sunday morning two sermons—one of three minutes to the children, and one of half an hour to the parents. As a result he preaches to probably more than two hundred children. But not every preacher understands children and can preach to them as Dr. Coffin does. Some of his sermons to children the readers of The Outlook have seen in our pages.

The churches have attempted to supply the lack of church service for the children by the Sunday-school. But in attempting to make something which would provide both worship and education, we have made something which provides neither. The atmosphere of worship is generally lacking. A social assembly, characterized by the cheerful noise of a vivacious and sometimes merry conversation, cannot be instantly transformed into a worshiping assembly by the tap of a bell. The atmosphere of a school is equally lacking. The lesson has rarely been looked at through the week. The teachers who have done anything more than read over the "lesson helps" are not infrequently in the minority. The lessons are frequently—would it be unjust to say generally?—expository sermonettes preached by untrained and often untaught teachers.

There lies before me, as I write, the report of the corresponding secretary of the Board of Sunday-Schools of the Methodist Episcopal Church for 1908–16. Its figures indicate what can be accomplished by a vigorous, concerted, and efficient action to make of the Sunday-school a true Bible school. Readers of The Outlook who are interested in my correspondent's inquiry will find useful and illuminating information in this report. I have no doubt that copies can be obtained by addressing Edgar Blake, Corresponding Secretary, 58 East Washington Street, Chicago, Illinois. Here I can only hint at its significance as a chapter in Church history.

In 1908 a movement was launched to awaken the Methodist Church to its Sunday-school opportunity. "For eight years a campaign of agitation, education, and inspiration has been waged to arouse the Church to vision and to action." Institutes and schools of method were organized in various parts of the country. By a gradual process of awakening and organization fifty thousand teachers were enrolled in training classes. In 1910 the total teachers' training enrollment was a little over one thousand; in 1915 it had grown to nearly fifty thousand. The report significantly and truly says: "The nations at war will not send a soldier to the front until he has had at least nine months of drill and practice. The Church sends raw recruits into the service without the slightest training for their Master's work." This is true. A remarkably successful organizer of Sunday-

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schools once said to me: "I have discovered that I must be willing to take anything I can get in trousers or petticoats for a teacher in Sunday-school."

The change in the purpose and character of the Sunday-school from a children's hour to a real educational institution, accompanied as it was with a change in the equipment of the teachers for service, brought with it surprising results. The grown-ups, finding they could get something worth while, began to attend. The Bible classes increased in numbers from less than fourteen hundred to more than fifteen thousand. More than five hundred thousand men and probably more than double that number of women are regular attendants on these Bible classes. I am generally very skeptical about the value of statistics in dealing with spiritual values, but there is certainly some significance in the statement of this Report that since the institution of this campaign to mobilize the Sunday-schools there has been an increase in the membership of those schools of the Methodist Episcopal Church of over a million and a quarter and an increase in church membership double that of the corresponding period of seven years preceding the movement.

I do not attempt to give a definite reply to the question of my correspondent, but the facts which I have here stated may indicate four principles by which we ought to be guided in seeking for an answer to that question:

1. The Church should recognize the truth that children have a birthright citizenship in the kingdom of God. This is their right, not because they have been baptized, nor because their parents are church members, but because they are the children of their Father who is in heaven. They belong to the kingdom of God as they belong to the State. The State does not assume that they will be disloyal; it does not wait until they have professed their loyalty before it recognizes their citizenship. Nor should the Church wait till they have professed their loyalty to God. We may be worse than our neighbors think us to be, worse than we think ourselves to be, but we are rarely better. Let a child grow up in the belief that he is by nature a child of the devil, and it will not be strange if he acts the part which has been assigned to him. Let him grow up in the belief that he is a child of God, and it will be strange if he does not make some endeavor to be worthy of his birthright. Mr. Chandler, in his article in The Outlook of December 19 on "Boy Culture and Agriculture," showed how much faith in boys will do for them. The first condition of child culture is the faith of the parents and the faith of the Church that the child has in him the undeveloped possibility of divine manhood. We should expect our children to grow into Christlikeness of character. The kingdom of God, said Jesus, is as a man who casts seed into the ground, and the seed should spring up, he knows not how, for the earth bringeth forth fruit of herself. Christian character should be a natural growth, and we should expect it in our children, as we expect roses on our bushes.

2. The Church should provide worship fitted to the nature and needs of the children. Christ's direction to Peter, "Feed my lambs," has been ignored by the Church. Of course this spiritual atmosphere should be first in the home. Religion, like charity, begins at home. But, like charity, it ought not to be confined to the home. Whenever the Church has studied the spiritual needs of the children and provided for those needs, so far as I can judge, the children have responded. What particular method the Church should adopt for this purpose must depend upon a variety of circumstances, such as the condition of the community, the character of the Church, the temperament of the pastor. The problem will often be a difficult one, but difficulty is never a reason for abandoning a task; it is only a reason for greater courage and greater diligence in accomplishing the task.

3. The Sunday-school should not be merely a children's hour: It should be a school. Its object should be a real study of the Bible. This study should be as systematic and as thorough as the study of so-called secular studies in the secular school. The graduate of the Sunday-school should know that the Bible is a library, not a book. He should know approximately what is known respecting the dates and authorship of these books. He should know what is known respecting their composition and varied character and fundamental spirit, and so much of ancient history and geography as is necessary to make their meaning clear. The school should have no fears. It should dare to meet every question; it should not be alarmed by the fact that different scholars reach different conclusions respecting these questions of character, composition, and authorship. It should be willing that the teacher, and the students under the guidance of the teacher, should bring their moral judgment to bear on the ethical and spiritual principles enunciated by Biblical characters and Biblical writers. Its object should be, not to supply the students with ready-made knowledge which will save them the trouble of thinking, but to inspire the students to think. The experience of the Methodist Church, which found, as we have seen, that the study of the Bible was followed by a large increase, not only in the membership of the schools, but also in the membership of the church, should inspire timid souls with a greater spirit of intellectual courage and with absolute intellectual candor.

4. If these results are to be accomplished, if anything effective is to be done for the children of the Church, the problem must not be left to the isolated action of the local churches. It must be the result of the united action of the whole Church, aroused to a sense of its neglected duty, and resolved to spare no effort to fulfill that duty to the uttermost.

The Knoll, Cornwall-on-Hudson, New York.

BILL

BY DONAL HAMILTON HAINES

BALLARD sat down on a pile of boards in a corner of the vast cantonment, bit the end from a cigar, and frowned thoughtfully at the hard-packed earth. Any one of his acquaintances seeing the great war correspondent with a cigar between his teeth would have drawn immediate conclusions, for Ballard was a queer smoker. He used tobacco solely for the sake of aiding mental concentration, and appeared to take no pleasure in the performance.

And at the moment Ballard was distinctly perplexed. He had run against an obstacle, and on his chosen ground he was not used to that experience. He had been with Buller in South Africa, Kuroki in Manchuria, and the Bulgars at Adrianople. He was on familiar terms with divisional officers in many armies, and usually when his way had been barred it had been done by nothing less than orders from headquarters. Yet now he was in difficulties, and the absurd part of it was that the thing had happened here in this huge moiling horde of young recruits who had gained the merest inkling of the art of war and should have held such creatures as famous correspondents in profound awe.

If some young officer, his judgment warped by his new-won sense of responsibility, had made things uncomfortable for him, Ballard would simply have smiled and waited until the stripling came to his senses. But nothing of that sort had occurred. It was simply that he could make no headway with the men in the particular corner of the great wooden city where he had commenced his prowlings that were destined to result in a series of magazine articles.

This was what nettled Ballard and set him to puffing jerkily at one of the very poor cigars he carried. He flattered himself that he knew men—soldiers in particular—and that he could make them talk. One of the best stories he had ever written had been won after six hours of smoky silence from a Boer prisoner who had that day seen three sons killed by British shrapnel and his farm buildings reduced to a heap of glowing embers. And yet these boys, still new to their khaki, still full of those mixed feelings which should have made speech a relief, answered him in grudging monosyllables.

"There's nothing wrong with me this morning," mused Ballard, as he chewed the end of the cigar. "And I know when I'm fit. So it's with them. How can I find it?"

He looked up, and saw approaching him, with a purposeful

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air, a tall young chap with very fresh-looking sergeant's chevrons on his sleeve. Ballard had time to note only that the young soldier looked as though he would be more at home in tennis flannels or the moleskins of the gridiron than in his uniform. He was also aware that he had marked the tall, trim figure during his abbreviated tour of investigation.

"I hate to seem officious, and it's none of my business," the young man began abruptly, "but if I were you, sir, I wouldn't ask any more questions in D Company lines this morning."

"You wouldn't, eh?" answered Ballard, pleasantly. "Do you mind telling me why?"

The sergeant, who had evidently been prepared for awkwardness, thawed at once under Ballard's geniality.

"Not in the least," he replied. "You see, we buried Bill this morning, and the fellows are pretty well cut up. It's the only thing they want to talk about; and when you tried to make 'em talk about something else it put their backs up, and they turned sulky."

Ballard threw away his cigar, whose use was at an end.

"I see," he said. "And I'm grateful to you for telling me. Otherwise I might have prowled about, making D Company extremely uncomfortable, and with small profit to myself. But I wonder if you'd care to tell me about Bill?"

"Yes, I surely would."

"I take it, from what you say, that he must have been a good deal of a man," Ballard suggested.

The young infantryman sat down on the pile of lumber, took off his hat and shook his head.

"No," he said, "I can't say that he was. He was an undersized gas-fitter's helper from South Chicago, and, by all odds, the worst soldier in the regiment. But if D Company does anything particularly worth doing after we get over the other side, it'll be in a great measure thanks to Bill, and we all know it."

Ballard, who was one of those rare men who know when not to ask questions although being answered is their business in life, merely sat still and waited, and presently his companion went on:

"Bill was just tall enough to get in. Maybe he was thick enough when he joined, but the work wore him down to about a hundred and nothing. And he was so little of a soldier in every way! A perfect square peg. Nobody had as much trouble with sore feet, nobody's rifle sling and pack straps galled him so, nobody's hip got such bumping from the bayonet. And he couldn't get drill through his head. All right alone in the awkward squad at first, but numbers seemed to confuse him.

"And Bill's rifle was to him just nine pounds of incarnate devil. It wasn't a weapon in his hands; it was just an awkward club covered with ugly sharp iron bumps on which he was always skinning his knuckles, and full of a murdering evil spirit when he tried to fire it. His score-sheets drove range officers insane and kept D Company at the foot of the regiment.

"He was like that all through too, mind and body alike. As a gas-fitter's helper he'd been drawing down nine dollars a week, and the goal of his earthly ambitions was getting fifteen a week, so he could marry some girl or other."

The sergeant paused, and Ballard looked at him curiously.

"You've drawn nothing less than a caricature of a man," he remarked. "You've sketched precisely the type that an army's better off without."

"I haven't exaggerated a particle," answered the soldier. "In fact, I could have used deeper lines and still given you a faithful picture. Superficially Bill was—well, sir, he was the limit. As you say, he was exactly the sort of lumber out of which you can't possibly make a good soldier. And yet he made D Company."

"I wonder!" mused Ballard. "Death's a bit of a shock to you chaps, you know, and this poor fellow was a pathetic figure. *De mortuis nil nisi bonum* is a mighty powerful shibboleth!"

"No," insisted the other, "it isn't that at all."

Then he hesitated for a moment and scratched a pattern in the dirt with the edge of his boot-sole.

"This sort of talk," he resumed, with some show of diffidence, "isn't my line of country at all. What I'm going to say is going to be sheer nonsense, perhaps, but I'm going to say it just the same."

"Nothing that is that insistent on getting out of you can possibly be nonsense," Ballard assured him.

"That's comforting, anyhow. Well, all this huge business of war is an awful facer for most of the men here in camp. You see, we aren't like the men in the officers' training camps. For the most part, they're older. And there's a sort of *noblesse oblige* spirit about those places. I'm afraid we haven't got that. We're here because we have to be here, and there's no real reason why we should have it. There are a lot of us who 're here against our wills. You can't get away from that sort of thing, you know, because we aren't all built alike, by any means.

"I'm afraid I'm going to make a rotten soldier, to be honest with you. I've never wanted to kill things, and I don't like firearms, and I've no instincts for the tricks of the ugly trade. But I've learned some of the essential truths of the business just the same. You see, last fall I was playing football, and the two games aren't so different. It's a question of team play; even more so in modern war, I take it, than in football. And team play doesn't consist merely in the ability to reel off your whole repertory of plays with machine-like smoothness. The thing goes a whole lot deeper than that.

"Two years ago we had a little quarter-back who weighed a hundred and eighteen pounds stripped. And at least eighteen pounds of that total wasn't physical weight at all. He had in him some sort of a thing that communicated itself to the other ten men on the team. Not this flashy thing we call 'pep;' something more vital than that, more compelling. Mechanically he wasn't as good a quarter-back as two other men. But he was worth more to the team than a dozen like them.

"Well, Bill's been to D Company what that little chap was to our team. I can't put my finger on the thing he's given us. I don't believe anybody can. I don't believe that up to the time we knew Bill was going to die any of us quite realized that as a group we owed him anything."

"And now you can't pay?" suggested the older man.

His companion had recourse again to tracing patterns with the edge of his boot.

"We'll pay, all right," he said; "but I think we'd all like to have said so to Bill. I guess you've seen troops before, haven't you?"

"A good many," admitted Ballard.

"Well, then, you must know that a company of freshly drafted men is a good deal of a mess. About all they've got in common is their dislikes and their grievances. D Company was no better than the general run. Most of us were unwilling and anxious to hide the fact, infernally homesick and ashamed of it, bitterly conscious of the jolts and wrenches with which we'd had to break off relations that meant so much—just about wreck our lives, some of us. We represented the Lord only knows how many widely separated tastes and instincts, and there was nothing to pull us together except a great deal of dismally hard work. Abstract patriotism doesn't quite answer the purpose, does it? If there'd been a German army in the next county we wouldn't have been able to exercise all our little pettinesses. But there wasn't; the grim thing was most awfully remote, too far off to pull us together.

"That's where Bill came in. He ought to have been the worst of the lot of us. Certainly the training was harder on him than it was on anybody else in the company. Right from the start it began to raise hob with him physically. And he was such a hopeless duffer at every angle of it that it must have been just as much of a torture mentally."

"Couldn't have been very sensitive on that side," Ballard put in.

"I'm not so sure of that. You find thin skins on queer people. Well, wait and see. At first Bill was conspicuous largely because of his desire to make a confidant of anybody that would listen to him. And his confidences weren't particularly worth hearing. Life for him was spelled with mighty few letters. His job and his girl, that was about the sum total of it. It was a nine-dollar job, and he showed us the picture of the girl. She looked like the sort who'd do just exactly the thing she did. We got pretty well fed up with Bill and his conversation. It was just the sort of thing you ran into just now; every one of us wanted to talk about his own troubles. Nobody else's mattered. So Bill got on our nerves until we were ready to choke him.

"After a bit, though, I think a few of us began to notice one difference between Bill and the rest of us. I know I did. That

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was that Bill just talked; he didn't complain. He never once said that it was a shame he'd had to give up his job, or that it was hell for a man to have to go away and leave his girl. He talked about them as though they were the biggest things in the world, but he went no further.

"Right on the heels of that I made another discovery. Bill was just as willing to listen as he was to talk. I was just as full of the importance of my own troubles as anybody else, and one day I talked them out to Bill. I did it more in self-defense than anything else, to head off his endless chatter. Then I found that he wasn't merely willing to hear it, he *wanted* to hear it. And it doesn't take long for a bunch of homesick men, full of their own natural selfishness, to discover a sympathetic ear—even though it's one like Bill's.

"It wasn't that he had any sound advice to give you, or anything like that. Bill's mental capacities weren't great. But he had a way of listening to you that made you know he was sorry and wished no end that he could help. And that's really all a man wants, because nobody can actually help him.

"At the end of a week we'd got all through laughing at his awkwardness and swearing at his talkativeness. Nobody really liked him. It was more like having a poor no-account yellow dog around to wag his tail at you when you were lonely.

"Of course it isn't possible for me to say whether any of the rest of the men in the company thought about Bill in the same way I did, but I imagine they did. At first I sort of envied him. He'd given up so much less than I had. The cantonment seemed an infinitely better place than what he'd left. No wonder he was cheerful and uncomplaining. Then I saw that was just being sorry for myself, which is poor business. The minute I began to think about it fairly it was clear enough. Bill's sacrifice was bigger than mine. That picture of the poor girl in her cheap finery meant infinitely more to him than all my sacrifices did to me.

"When a thought like that hits you all at once with the force of a club, it makes you go right on thinking. The minute I was conscious of the difference between Bill and me I wanted to know the reason for it. Was Bill Hicks so much the better man of the two? Were all my obvious points of superiority worth nothing when it came right down to weighing the real worth of the two of us?

"There was just one way I could get at the answer. I asked Bill the straight question. Why hadn't he married the girl and got out of coming? He just looked at me and blinked.

"'Why, how *could* I?' he demanded.

"That's all. There was no other word spoken between us on the subject. And if you can't hear him asking that question and see the expression of blank amazement on his face I can't make it any clearer. But I had my answer."

"Yes," observed Ballard, "I can see that you had."

"It was two or three days after this that Bill got his letter. He came to me with it because I suppose I had talked to him a little more than any of the other men in the squad. I knew when I saw him that he was no better than a dead man. As I say, the work had been pulling him down frightfully, but what it had done was nothing compared to the work of that letter. He looked smaller, shriveled, and yet his face was splendid—Bill's peaked, pale, weak-chinned face. Because in it, you know, was death, and at the same time something that was bigger and stronger than death.

"'She's gone and married Steve!' he told me.

"For an instant I didn't understand. I'd forgotten who Steve was.

"'What?' I asked, foolishly.

"'Gertie,' he explained. 'She's wrote me that she guessed she wouldn't wait, and so she's married Steve. He was gettin' eighteen per and a good chance of a raise.'

"What in blazes could I say? If a blow like that had crashed into me, I should have gone all to bits or else covered the thing with a Byronic sham heroism. And yet there was Bill, with the iron in his soul, never thinking of the girl's shallow heartlessness, never complaining of his own loss, just measuring Steve's sure eighteen 'per' against his hypothetical fifteen! God! you don't run into magnificent things like that very often!

"Fortunately, I had the sense not to insult him with sympathy he was too big to need. I just let him talk. He didn't even say much. Just told me a little about Steve and what a straight sort of a chap he was, and how Gertie would probably be much better off than if she'd waited for him. And I sat there trying to swallow and watching that face.

"At the end of it, though, he almost did for me. He folded the letter and put it away in the pocket where he always carried her picture, and then stood there for a second looking horribly old and frail in his bagging clothes.

"'Well,' he said, smiling, 'I won't have very much to think about now. Maybe I'll get on better with the drill and the shooting.'

"Next day—that was a week ago—he went to the hospital, and, you bet, before night most of the regiment knew about Bill's letter and what he had said to me. The colonel went to see him every day, and one of D Company's officers was there most of the time. And this morning we buried him."

He stopped abruptly, stood up, and hitched up his belt with an air of finality.

"I hope you see," he said, "why I thought you'd better not ask questions in the company lines to-day."

"I do," replied Ballard, and held out his hand, his eyes very eloquent as they traveled over the other's straight, trim figure and earnest face. "And, anyhow," he added, "there won't be any need of asking questions. You've given me all I came to learn—and more."

GOVERNMENT OPERATION OF THE RAILWAYS

HAS IT COME TO STAY? THE LARGER VIEW

THE PROBABLE EFFECT UPON THE VALUE OF RAILWAY SECURITIES

BY THEODORE H. PRICE

EDITOR OF "COMMERCE AND FINANCE"

ON his sixty-first birthday, December 28, 1917, the President, through Mr. McAdoo, took over the operation of the American railways. He did not say that he intended to signalize the occasion by making a present to the Nation; but it is not unlikely that his action will come to be so regarded.

To appreciate its importance and grasp its larger meaning an exceedingly comprehensive vision is necessary. This can only be had from an attitude that will enable us to study the transportation system of the world as a whole.

There is a close analogy between the circulatory system of the human body and the transportation machinery with which civilization has provided itself, and upon which its existence depends. Through the arteries and veins of the body the blood circulates to nourish the tissues and carry off the waste products of our physical and mental activities. The heart provides the motive power and is actuated by the energy that is released by the combustion which takes place in the furnace of the lungs. The brain is the office of the unseen train despatcher; the nerves are his wires, and pain is the danger signal that he sets to warn us that caution or repair is necessary. Over the entire system one head, an intangible incomprehensible ego, presides and directs its operation with an equally incomprehensible efficiency.

This efficiency is the result of unification, and it is in this respect that the analogy fails in so far as it applies to our railway system as it has been.

We have only to think of the body with a separate circulatory

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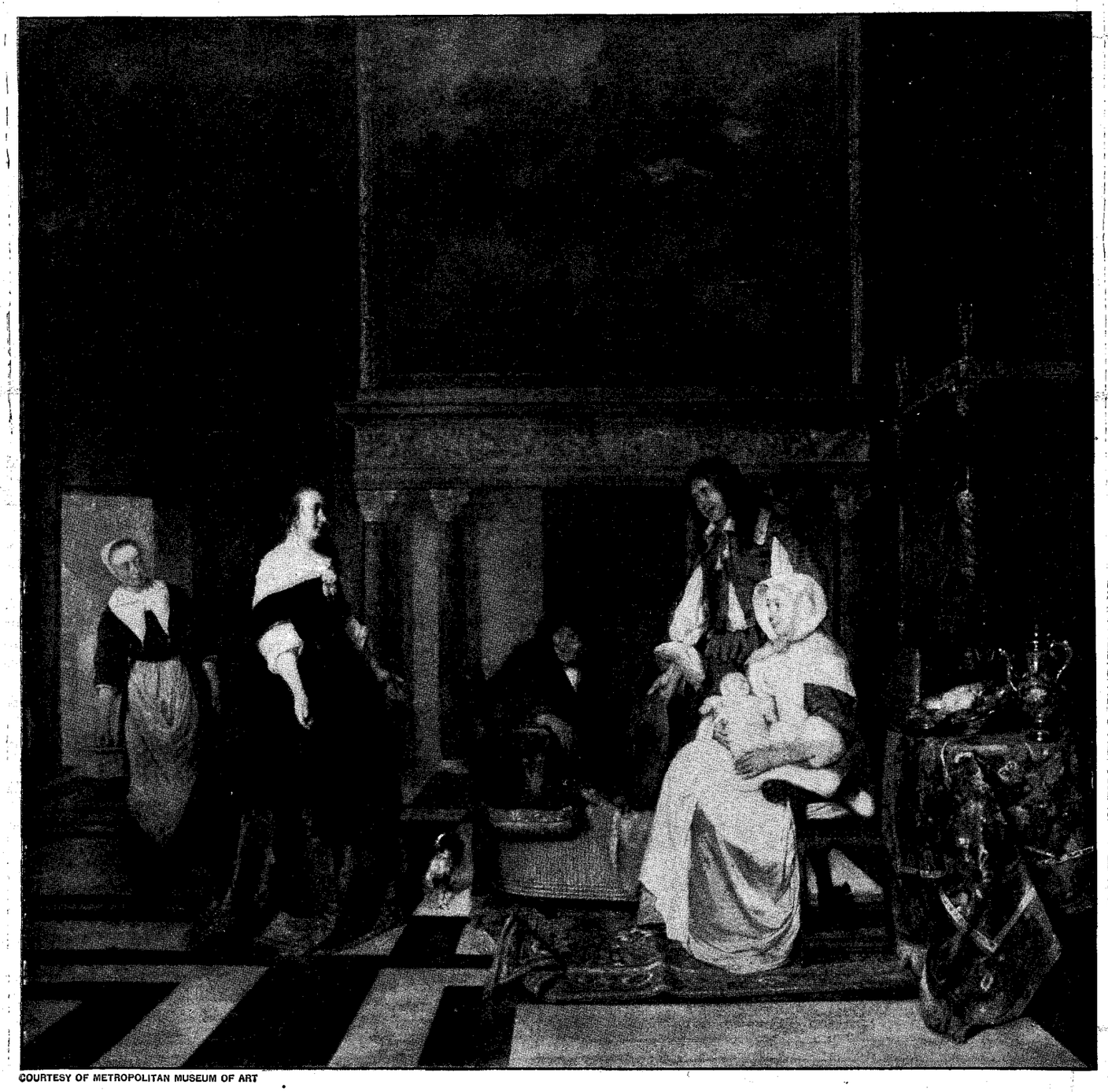

COURTESY OF METROPOLITAN MUSEUM OF ART

"A VISIT TO THE NURSERY," BY GABRIEL METSU—ONE OF THE RECENT GIFTS TO THE METROPOLITAN MUSEUM FROM THE MORGAN COLLECTION

Metsu was one of the most distinguished painters of the Dutch school, and the above picture is by many considered one of his masterpieces. He was born in 1630 and died at the age of thirty-seven. "He painted chiefly scenes from the upper classes of society," says a critic, "yet he took pleasure in representing market scenes, huntsmen, cook-maids, and the like. In refinement of drawing and picturesque composition no painter of small subjects equaled him." The following description of the picture is from the Museum's catalogue.: "At the right a young mother wearing a white satin dress and red jacket trimmed with white fur holds in her arms a baby in swaddling-clothes. Behind her stands the father, in a brown doublet with slashed sleeves. He holds his hat in his hand, greeting a lady who enters the room at the left, followed by a maid carrying a chair and a foot-warmer. A cradle is in the center of the picture, and behind it sits an old woman. In the background is a chimney-piece; at the right is a table covered with a bright red and blue Ispahan rug, on which are silver vessels. Beyond is a gilt four-poster bed with dark-green hangings." The picture is on canvas and is signed G. Metsu, 1661. See editorial comment

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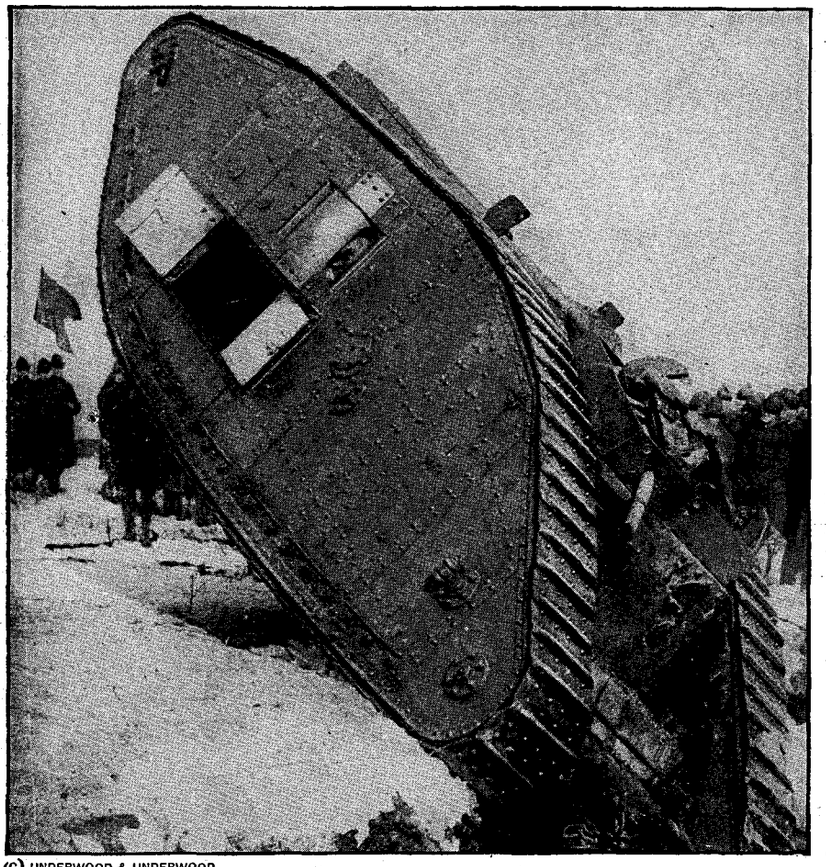

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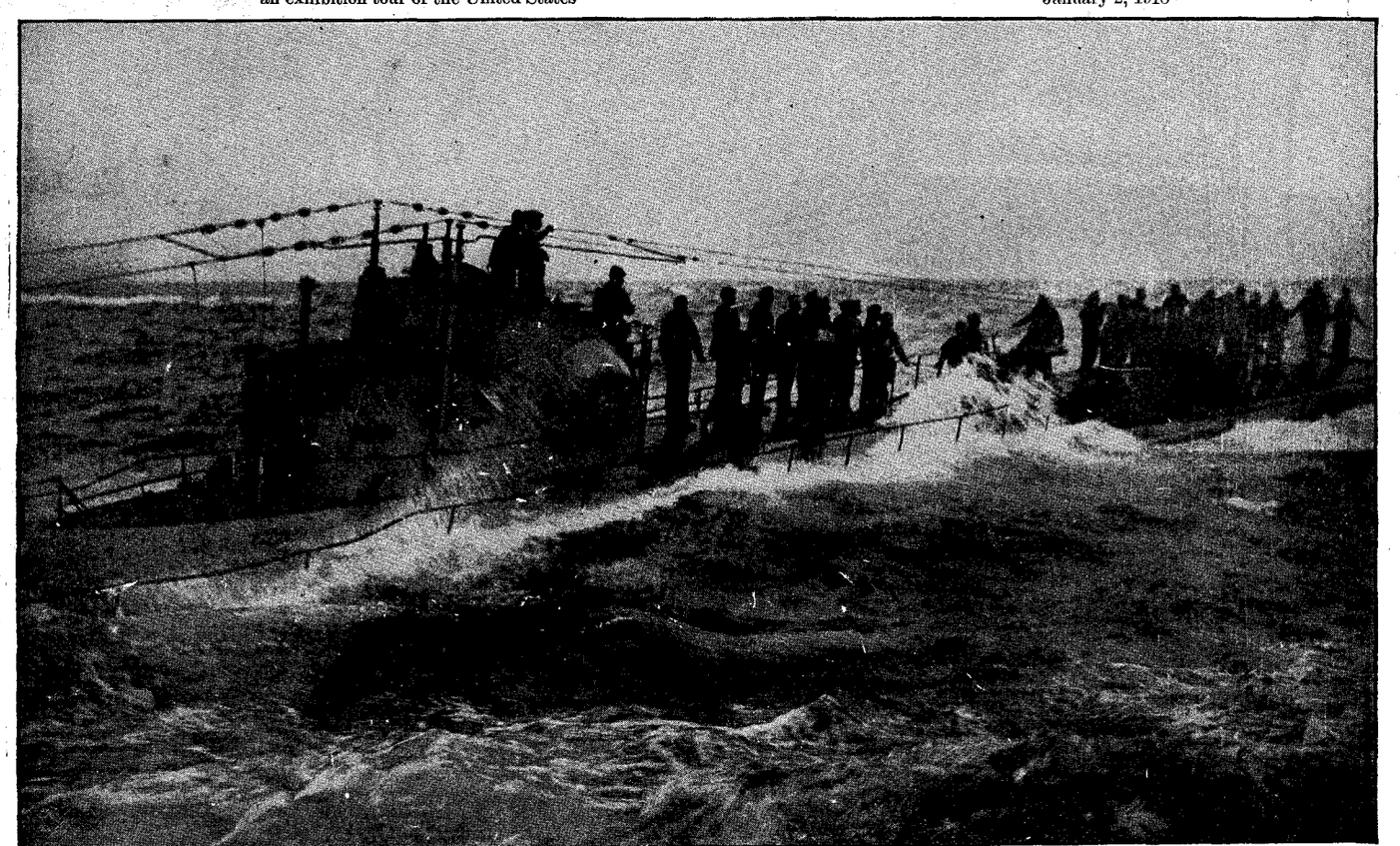
A BRITISH TANK SHOWING ITS POSSIBILITIES TO AMERICAN SOLDIERS

This picture shows the tank "Britannia," at Camp Upton, burrowing in and over a trench. Three-quarters of the tank is in midair, but still it never wavers, steadily overcoming the obstacles before it. This tank weighs thirty-six tons, and is armed with six Lewis machine guns. It is making an exhibition tour of the United States

JAMES E. GREGG, THE NEW PRINCIPAL OF HAMPTON INSTITUTE

For a sketch of Mr. Gregg's career and achievements and an outline of the problem before him see page 8 of The Outlook for January 2, 1918



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A GERMAN SUBMARINE CREW SURRENDERING TO AN AMERICAN DESTROYER

One of the most dramatic scenes of the war since America entered it occurred on November 24 last, when a German submarine was sunk by the American destroyers Fanning and Nicholson. After two depth bombs had been dropped over the place where the submarine had submerged, it rose to the surface and its crew surrendered. The submarine soon after sank. Four officers and thirty-five members of the crew were taken prisoners. The Fanning was commanded by Lieutenant A. S. Carpender and the Nicholson by Lieutenant G. H. Fort. The submarine was first sighted by Coxswain David D. Loomis

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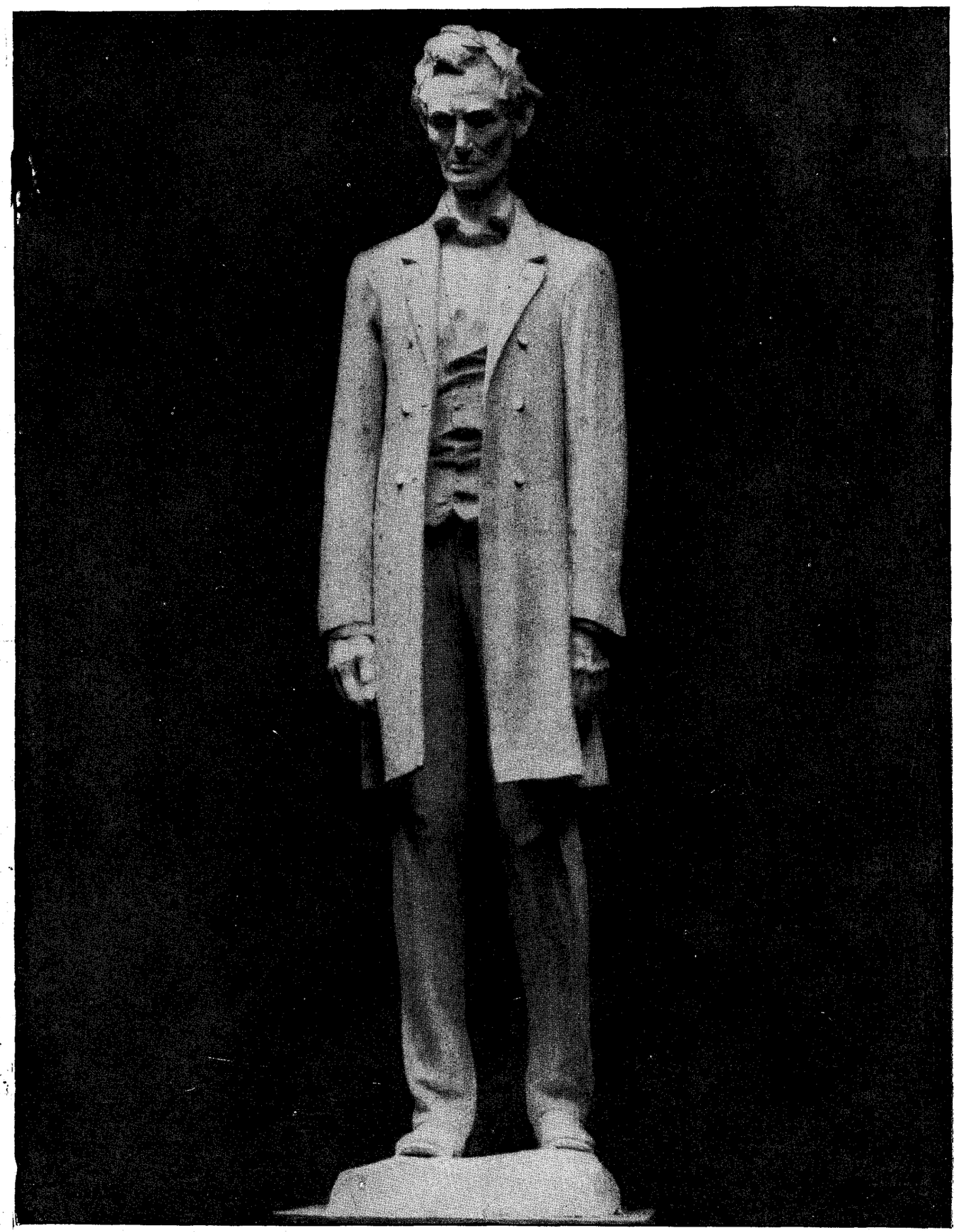

A NEW STATUE OF ABRAHAM LINCOLN, BY ANDREW O'CONNOR

This statue, which has been on exhibition in New York City, is destined for the Capitol grounds of Springfield, Illinois. Those who have followed the discussion over the merits of the Barnard statue of Lincoln, as well as all admirers of the Great Emancipator, will be interested in Mr. O'Connor's conception of his subject. "Whatever I know or have learned," he says, "is in this work." Mr. O'Connor was a pupil of Daniel C. French. Of late years he has lived in France. Among his many works are a statue of General Lew Wallace, at Washington; "Adam and Eve," Corcoran Gallery, Washington; "Justice," Essex County Court-House, Newark, N. J.; Ornamental Doors, Luxembourg Museum, Paris; General Lawton, Indianapolis; Statuary at the Main Entrance, Custom-House, New York City; The Vanderbilt Memorial, St. Bartholomew's Church, New York City; "Nehemiah," Museum of Budapest

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system for the arms, another for the legs, and a third for the lungs, throat, and stomach to realize how defective the service rendered by a number of un-coordinated railways must be, and what a service the President has rendered to the country in putting these railways under the direction of a single head. But the analogy between the circulatory system of the body and our railway systems as it has been fails in another respect. Through the arteries and veins the blood cells move as they are required without relation to their identity. There is, so to speak, no change of cars or motive power. The blushing woman and the wounded man do not have to wait until some particular artery is cleared for the passage of a special sort of cell that travels only on a single route.

There are different species of cells, it is true, just as there are freight and passenger cars. Each species has a different function to perform, but when they are needed the cells best adapted for the work that is to be done are rushed along the shortest route to the point at which they are required. In other words, there is no exclusive designation of rolling stock and equipment for use on particular lines. They are all public highways over which any traffic may be moved by the shortest or most convenient route, subject only to such regulation as may be necessary to avoid collision or congestion. With our railways as they were this was made impossible by self-interest and competition. Transformed as they may be, under the authority given by the President, it is entirely possible that the railway tracks of the United States may become the roadways of the Nation, over which its traffic may be moved by the shortest or easiest routes, irrespective of their previous ownership or affiliation. Just here it is worth remarking that such a change would be a reversion to first principles.

From the earliest time the construction and maintenance of roads that were open to all has been one of the functions of government.

About one hundred years ago Congress committed itself to the policy of building post roads over which the stage-coaches and prairie schooners of those days should carry the traffic of the Nation. Two of these roads over the Alleghanies were completed and are in use to-day. Many more were planned, and would no doubt have been built if the railways had not superseded them. Of the first railways not a few were built by the States, and more probably would have been so built but for the eagerness of private capital to embark in a business that seemed to promise great profits.

The same idea of providing a public highway open to all for the transportation of freight and passengers obtained when the various States undertook to dig the canals that were to connect our lakes and rivers with the sea and provide the transportation system of which De Witt Clinton dreamed. Through these canals any boat might travel irrespective of its ownership or the rate of freight charged, and the only function of the States was to see that there was no impediment to the traffic or discrimination in its treatment.

In its essence the principle thus applied is identical with the one that is embodied in the doctrine for which we are now fighting, viz., "the freedom of the seas," by which is meant the right of unobstructed transportation for neutral commerce in time of war and for all commerce when the world is at peace.

That our insistence upon respect for this doctrine abroad should have made it possible for us to extend its application at home may be something more than a coincidence. In both cases the result will be to equalize opportunity and dispossess private interest from the enjoyment of peculiar privileges. For years the Nation has been considering whether this dispossession would be wise and just. The Inter-State Commerce Commission was formed, and for a time it was hoped that the control it was empowered to exercise might correct the evils of which both the carriers and the public complained. The result was, however, disappointing. Both the authority and the policy of the Commission were restrictive rather than constructive.

The Sherman Law, moreover, stood in the way and stopped all progress toward co-ordination by consolidation, combination, or pooling. Competition by rate-cutting or rebates was prevented, but competition in service continued; and the stronger roads, which could afford it, succeeded in obtaining a larger share of the traffic by the employment of solicitors, through whom the obvious advantages of quick movement and convenient terminals were kept constantly before shippers.

Meantime the cost of operation was increasing. Wages, coal, steel, oil, cars, engines, and everything else required in the running of a railway advanced rapidly. The Inter-State Commerce Commission grudgingly and tardily allowed a slight increase in freight rates, but it was not commensurate with the increase in expenses. Net earnings commenced to fall off, the credit of the railways became impaired, the capital required to buy new equipment, improve terminals, and build extensions could not be had, and our transportation facilities ceased to grow, while the business of the country was expanding rapidly.

This was the situation when the war broke out in 1914. The impulse that the European demand soon gave to American activity created a traffic that taxed the carrying capacity of the American railways to the limit by the end of 1916.

Their gross earnings were increasing, but expenses increased more rapidly; the net result was that they began to lose, the movement of traffic became difficult, great congestion resulted, and when we entered the war and undertook to create, equip, and move an army of one or two million men overseas, to build many new naval vessels and an enormous merchant marine, our transportation system broke down. The rest of the story is current history vividly impressed upon the public mind by the distress that has been caused by the coal shortage, which is largely, if not entirely, due to defective transportation.

It is not to the discredit of those who have hitherto managed the American railways that this condition should have come to exist. They were each of them heads of parts of an uncoordinated system. They were charged with a dual responsibility. They had one obligation to the public and another to the owners of the properties they managed. To make money for their shareholders and provide the service that was demanded seemed to be impossible. It is, for instance, generally admitted that, taken in its entirety, the passenger traffic on our American railways does not pay. It must nevertheless be maintained, and when a railway president found it necessary to take off passenger trains or to impose a freight embargo he was literally between the devil and the deep sea. Had he controlled another and a parallel road, he could have sent the through freight by that route, but under the system that prevailed he had no such option. The Railroads War Board that was brought in to being some months ago tried to mobilize the country's traffic on some such plan, but was not successful because every car-load of freight taken from one road and given to another meant a decrease in the earnings of one property and an increase in the revenue of a competitor.

As each member of the War Board was pledged to make as much money as he could for the owners of his property, and as the railway presidents who were not on the Board had a similar obligation, it was not to be expected that they would entirely disregard it. It is, in fact, doubtful whether they had the legal or moral right to do so.

To meet this emergency the President stepped in. Acting under the authority given him by Congress in the Act approved August 29, 1916, whereby he "is empowered in time of war to take possession of and assume control of any system or systems of transportation," he has put the railways of the United States under control of Mr. McAdoo, who is directed to *enter upon negotiations with the several companies looking to agreements for just and reasonable compensation for the use of their properties on the basis of an annual guaranteed compensation above accruing depreciation and the maintenance of their properties equal to their average net incomes for the three-year period ending June 30, 1917. The result of these negotiations is to be reported to the President for such action as may be appropriate and lawful.*

The lines italicized are a quotation from the President's Message slightly paraphrased for brevity. They propose, it will be noticed, a basis upon which owners of the roads may be compensated or upon which their properties may be leased, but the President has no power to conclude a lease that shall involve the Government in any financial liability. In this regard the proposed arrangement is subject to the confirmation of Congress before it can be made effective. This phase of the matter is emphasized because there are some who assume that the

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President has absolute authority, and that the roads are already leased upon the terms that he has suggested. This is not the case. The question will no doubt be actively debated in Congress, and up to this writing all that has been done is to put the railways under the direction of Mr McAdoo.

Mr. Wilson's action has, however, been so universally approved and his plans seem so fair that their adoption may be taken for granted.

Briefly, he proposes that the United States Government shall lease the railways for an annual payment of $947,267,472. This sum is their average "net operating income," as reported to the Inter-State Commerce Commission for the three years ending June 30, 1917.

Here are the figures for each year:

Year ended June 30.	Miles Operated.	Net operating income.
1917	230,906	$1,069,750,514
1916	257,544	1,043,839,822
1915	256,213	728,212,079
Total		$2,841,802,415
Average of three years		947,267,472

The apparent decrease of mileage from 257,544 in 1916 to 230,906 in 1917 is due to the fact that some 26,000 miles of switching and terminal tracks were eliminated from the returns of 1917 for the first time. This, however, changes only the mileage figures and not the earnings.

"Net operating income" is what is left after operating expenses and taxes have been deducted from gross earnings. It is out of net operating income that dividends and interest payments are made. The account for the year ended June 30, 1917, was as follows:

Gross earnings	$3,824,419,739
Operating expenses	2,581,838,511
Operating income	$1,242,581,228
Less taxes	172,830,714
Net operating income	$1,069,750,514

From the President's proclamation and the accompanying statement it is clear that he intends that the railway properties shall be maintained in as good repair and as complete equipment as when they were taken over, and that the Government will stand any increase in taxation that may be imposed during the time that it may operate the roads, as the "net operating income" is the balance left after deducting taxes, as well as the other costs of doing business, such as wages, fuel, upkeep, etc.

Out of the $947,267,472 which the railways will receive they will first pay the interest on their outstanding bonds, and any balance then remaining may be distributed as dividends on their stocks, but such dividends may not, seemingly, exceed the "regular dividends hitherto declared." Any surplus remaining after the payment of such regular dividends will presumably pass into the treasuries of the various corporations.

On June 30, 1915, the railways of the United States had an aggregate funded debt of $12,133,064,357, and outstanding stock amounting to $8,994,894,721—a total of $21,127,959,078.

Some of these securities were, however, intercorporate issues. That is, they were held by one railway corporation to insure its control of another. Therefore they are not all in the hands of investors, and it is estimated that they represent an actual investment in road and equipment of about $17,000,000,000. The market value of the securities which have been issued against this investment has not as yet been computed. At the prices current just before the President's announcement, it was probably much less than $17,000,000,000, on which sum the Government would appear to have guaranteed the roads 5.57 per cent per annum. This return, considering the hazard of the business and the enterprise required in its establishment, is certainly not excessive.

This rate will not, however, apply pro rata as to either investment or mileage. The roads that have been well managed in the past will receive their average net earnings for the last three years, and those which have spent a larger percentage of their gross receipts in conducting the business will get their average excess of "gross" over expenses. To this extent all the roads will be the heritors of their past, but the great advantage of the arrangement for the owners of the properties is that their return is guaranteed while the Government operates the roads, and for that period, at least, there is no uncertainty in regard to the income they will receive.

Mr. McAdoo has intimated that the bonds or debts that may mature during the time that the Government controls the roads will be taken care of, though the exact method by which this will be arranged is not as yet announced. For these details and a great many others we shall have to wait.

The two larger questions about which most concern is now felt are:

1. Does the advance which has already occurred in the market prices of railway securities adequately reflect their changed status?

2. Will Government operation outlast the war and become permanent?

An answer to the first question depends upon the reply that can be made to the second.

The end of the war is uncertain. It may come to-morrow. It may not come for years. If, when peace is re-established, the railway properties are to be handed back to their owners and we are to revert to the conditions that obtained prior to the President's proclamation and for some years previously, then the earnings now guaranteed do not materially increase the attractiveness of railway investments, and they should be sold rather than bought at present prices.

If, on the other hand, Government operation is to be permanent, railway stocks and bonds will become in effect, though not in fact, the obligations of the United States Government, and pass at once into the category of those investments whose market value is determined entirely by the interest they pay.

This statement will explain why I believe that Government operation of the railways has come to stay. It is manifestly to the interest of the public and the investors. The one will be better served, the other will be better paid; and even if it were possible at the end of one or two years to unscramble the synthesized railway system that is now in process of construction, it would not be politically practicable, for nearly every one would oppose the disintegration.

Inasmuch, therefore, as many railway bonds and stocks are still selling upon a basis that will provide every one but the very rich (whose incomes are heavily taxed) with a higher return than they could obtain from non-taxable Government bonds, I conclude that the former will gradually advance to somewhere near the parity of "Governments" as the President's plan is developed by Mr. McAdoo and approved by Congress.

But in making this concluding statement I would not be understood as encouraging speculation in railway stocks as it is generally understood, that is, buying them on margin or with borrowed money. Speculation of that sort is never justifiable except for those who make a business of it, and they need no advice.

I feel, nevertheless, that the intelligent support of values is a present duty for all those who have or can save money to invest, and for them the purchase of railway securities selected with discrimination will, I believe, be profitable unless the war is to continue indefinitely and bankrupt the United States as well as the rest of the world.

Such purchases should, however, be made only after consultation with an expert. We employ a lawyer to look after our legal affairs, and the average man, I fear, knows less of the intricacies of corporate finance than he does of law. There are some railway companies which will receive less under the President's plan than they would probably have earned as independently operated corporations. The intrinsic value of their securities will not be increased, although their market value may be stabilized. Others will get more than they could have reasonably expected to earn for themselves, but their right to the distribution of increased dividends will not be clear until Congress has acted. For these and a great many other reasons, great circumspection and the advice of a specialist are desirable in the selection of investments. There is, moreover, no need for haste. Nathan Rothschild is said to have remarked that "one need never hurry to the Stock Exchange," and it would be fatuous to assume that the President with all his power can settle over night a problem that has defied the statesmanship of American public men for twenty years or more. I believe that Mr. Wilson has acted wisely and that Congress will support him, but it is not to be expected that he will be unopposed or that his opposers will fail to make themselves heard, at least for a time.

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PAUL KAPLAN: AN EAST SIDE PORTRAIT

BY HENRY MOSKOWITZ

EVERY New Yorker is familiar with the "East Side." It is a term which suggests to many unthinking people a colony of Russian Jews whose chief characteristics are poverty and agitations in favor of strikes among garment workers. The East Side is as truly a quarter of New York as the Quartier-Latin is a distinct quarter of Paris. It has a life and quality of its own. But while the spirit of the Latin Quarter in Paris is that of a gay, effervescent, and irresponsible æstheticism—at least as portrayed in such charming literary pictures as those of Henri Murger—the spirit of the New York East Side is one of serious idealism. This was never more truly illustrated than in the life and recent death of Dr. Paul Kaplan.

Dr. Kaplan was born about seventy years ago in Shavel, Province of Kovana, Russia. He was driven out of Russia and came to the United States when he was about thirty-five years of age. He was one of that band of Jewish dreamers who were in the vanguard of the first Russian Jewish immigration. In 1883 he went to Oregon to establish a new Odessa, a communistic settlement where he and his comrades could live out their dreams of a commonwealth based on the principles of communism. It failed after two years, like the earlier experiment of George William Curtis and Charles A. Dana and their New England colleagues at Brook Farm, or the similar venture of the English social reformer and cotton-spinner Robert Owen in Indiana.

After the failure of his colony Paul Kaplan came back to New York, studied medicine, went to Berlin to complete his studies, returned to New York, and practiced his profession in the heart of the East Side. He was primarily a servant of the cause of humanity and incidentally a physician. Many a poor patient can tell of his ministrations. He came to minister to their bodily needs, and often left with them his last dollar. He was Balzac's Country Doctor transported to the East Side. He was a well-trained and capable physician, and had he devoted himself solely to his profession and taken the emoluments which he could quite properly have taken, he might easily have become a prosperous if not a rich man. Large sums of money passed through his hands for the aid of Jewish immigrants, for he was active as an adviser in the Baron de Hirsch Jewish Colonization work in America. But he died destitute.

Dr. Kaplan was one of the most influential but to the American people one of the least known of the Russian revolutionists in this country—least known because of his modesty. He was the intimate friend of Gershuni, of Madame Breshkovsky, of Nicholas Tschaikowsky, of every Russian revolutionist who entered our gates. He was appointed Secretary of the Russian Revolutionist party by Madame Breshkovsky. The rôle he played in the revolutionary movement was so important that all letters of a conspirative character passed through his hands. They were sent to him by the Central Committee of the party, which had its offices in Paris. This was during the years when the Russian revolutionists were political and social outcasts, and when the seeds of Russian freedom were sown through stony underground passages. This correspondence may be published some day—at present it will all be returned to Petrograd. Should it ever be published, it will give to the world historical sources of the greatest value.

When the high soul of Russia was struggling underground, when the flower of Russian manhood was persecuted by the most persistent and ruthless agencies of Russian autocracy, Paul Kaplan was working in America to give his comrades the help they needed. Hundreds of revolutionists owe their first aid in America to this saintly soul. Though he was the son of orthodox and devout Jewish parents, he was a modern of moderns, and would have resented, probably, the designation of saint as a return to mediævalism. But the self-effacement with which he did deeds great and small gave to his life a very real quality of saintliness. He remained to the end a Socialist, though he frequently differed with those rigid spirits in the Socialist movement that saw no good in American social reform. For he recognized the idealistic undercurrents in American movements and was an interpreter of American idealism to the Russian dreamers, some of whom were intolerant of what they regarded as American plutocracy. He enjoyed the friendship of such personalities as Felix Adler, Lillian Wald, and that group of pioneer American social workers who sowed the seeds of the progressive movement of the last decade.

In the seething life of the East Side Dr. Kaplan was a subtle, permeating influence. He was the counselor in many a factional dispute. Labor leaders, litterateurs, and intellectual leaders turned to him for advice and help.

I remember how every Russian revolutionist came to him. He was loved and honored by the revolutionary leaders of all factions. He was Babushka's and Tschaikowsky's comrade and counselor. When the East Side was aroused by the fiery messages of these fighting leaders of the people, Kaplan was behind the scenes guiding and aiding them.

Unforgetable are the scenes created by Gershuni, the daring revolutionary leader who escaped from Siberian prisons and came to America with his stirring appeal to his people for financial assistance to the revolutionary cause. The response was electrical. Poor women threw their heirlooms on the platform and gave their all for the cause. Kaplan and Gershuni were inseparable. When Paul Milyukov came to America, one of his first inquiries was, "Where can I find Paul Kaplan?"

Not a few National movements have had their birth on the East Side. One of them was the movement to conserve the American right of political asylum. This was occasioned by the demand of the Russian Government to the Government of the United States to return Jan Pouren, a revolutionary Lett, accused by the Romanoff Government of being a common criminal. He was not returned, after two years of stormy agitation and litigation. The American right of political asylum was not violated. The movement which led to this real National achievement began in the home of Paul Kaplan. A few Russian Jews stirred the country and reminded Americans of their precious heritage of political freedom. The quiet, permeating force behind the band was Paul Kaplan.

In the gatherings of earnest, idealistic, and gesticulating Russians one could pick out the little, quiet man, with his penetrating black eyes, his sensitive mouth, his generous and enigmatic smile, listening and calming the agitated group by the right word at the right time, and tying up the discussion with a practical programme of decision and action.

With the fall of the Romanoffs the great soul of Russia has been struggling in an international limelight which has awakened mixed emotions. The overturn of the old régime came like a miracle to a world ignorant of the titanic forces which were swaying the giant of the North. Americans who caught occasional glimpses of the moral grandeur of Russian revolutionists were thrilled with joy because the new day had dawned for the Russian people.

Almost with bated breath we watched the first coalition Government under Milyukov. When it went down, we pinned our faith to Kerensky and hailed him as a new savior of the Russian democracy. Then Kerensky descended, and out of the seething caldron of Russian aspiration appeared Trotsky and Lenine—an international vagabond, driven from pillar to post for his revolutionary views, and a Russian social philosopher—an uncouth combination playing not only with the destiny of the new-born Russian democracy, but rocking the other democracies that are struggling to be made safe for the world.

So the newspaper-reading American is puzzled. He has an undemocratic habit of thinking in terms of personalities. After he got used to Milyukov, Kerensky appeared; his short acquaintance was soon followed by new names—Trotsky, Lenine; and others will soon follow.

But of the forces of which these names are fleeting expressions, of the movement which is bigger than any man, he has much to learn.

An American journalist who was a pioneer in playing up personalities in American magazines told me, with almost mystic

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enthusiasm, "I am through with personalities, heroes. My hero hereafter is the crowd—the urge which moves masses to revolt. Men come and go. It is the movement that counts."

"Friend," I gently responded, "must we not have leadership which directs this urge, and, translating man's aspiration into policies of statecraft, builds new institutions rooted in the democratic spirit we prize? So that, after all, our interest in personalities is not unsound, if we regard them as the rudders of the urge."

Perhaps Trotsky and Lenine may prove steersmen, perhaps not. But the movement will go on, and men and women will live and die for it.

On the plain casket containing the body of Paul Kaplan was a simple wreath tied with a red ribbon upon which was inscribed, "From his comrades." Paul Kaplan and his comrades gave to America the best that was in them—lives of sustained dedication to high causes. Because they suffered for their democratic dreams, they prized institutions under freedom with fine sensibility, and their quick intelligence easily detected any deviation from democratic progress. For they were and are devoted, not only to the democracy that is, but to the democracy that ought to be.

NOTE.—Dr. Moskowitz, President of the New York Municipal Civil Service Commission and Commissioner of Public Markets under Mayor Mitchel, is himself almost a native of the East Side. Born in Rumania, he came to the East Side at the age of three, and was educated in the public schools there and in a European university. He therefore knows the currents of life and thought of the East Side thoroughly. This interesting portrait of a Russian revolutionist will be followed by a portrait, drawn by Dr. Moskowitz's pen, of Trotsky, the Russian Minister of Foreign Affairs, and of Jacob Epstein, an East Side Jewish sculptor now fighting with the British army in defense of Jerusalem.—THE EDITORS.

A MUNITION PLANT IN EVERY BACK YARD

BY CHARLES LATHROP PACK

PRESIDENT OF THE NATIONAL EMERGENCY FOOD GARDEN COMMISSION

GOVERNMENT figures indicate that not less than six hundred thousand men trained and experienced in farm work have been taken from the farms of America since the beginning of this country's participation in the war. These figures are ominous. With six hundred thousand farm workers suddenly shifted into the class of non-producers it requires no imagination to foresee that 1918 will show a more grievous shortage of farm labor than did 1917. Every one knows how severe was that shortage last season. No one can fail to realize what all this will inevitably mean in the matter of farm production.

With this definite handicap in sight for the farm crops, the back-yard and vacant-lot garden becomes more than ever a war garden and a National necessity. The single factor most vital to military success is food. Food is the one thing for which there is no substitute. When Germany was cut off from the nitrate fields of Chile, German chemists and engineers commandeered the nitrogen of the air for creation of the nitric acid essential in the manufacture of explosives. Wood pulp has been substituted for cotton fiber in the making of gun-cotton, and in divers other ways science, by devising substitutes, has overcome shortage. No scientist has yet discovered a substitute for food. The only solution of the food problem is an increased production, and to make this possible the home gardeners of America face 1918 with a responsibility far greater than that with which they set about their work last season.

Volume is not the sole requirement of food production in this time of emergency. Conservation of transportation is equally important. So far as possible, all food should be grown in the immediate neighborhood of its place of ultimate use. It is imperative to the National welfare that no avoidable strain be placed on the transportation facilities of the country. Shipments of foodstuffs require freight cars that are urgently needed for shipments of munitions, fuel, and other supplies vital to the needs of a nation at war. Unnecessary shipments must be eliminated. This means production of food where it is to be used. This involves the cultivation of food gardens at every home and on every inch of vacant land in the neighborhood of cities, towns, and villages. Last year the National Emergency Food Garden Commission reported the existence of nearly three million gardens in yards and vacant lots. This year there should be five million. This added increase will be none too great to meet the increased needs of a situation immeasurably more serious than was that of 1917.

One of the means which will prove most helpful to the home gardener in adding to the food supply is the National daylight-saving scheme, which Germany adopted early in the war, and which a number of other nations have since put into operation with great profit as a war measure. This simple plan of turning the clock forward and starting the day's work an hour earlier during the summer months will give an extra hour of daylight in the afternoon, which will furnish the opportunity of devoting that much more time to the cultivation of the soil. The results which can be accomplished by the addition of an hour every day for garden work will largely increase the product raised. We are urging the prompt passage at this session of Congress of the pending bill.

By their energy, industry, and application in 1917 the home gardeners of the United States showed that they were alive to the call of patriotism. The garden slacker received no more cordial consideration than did the military slacker. Home gardening has come to be regarded as the gift of a patriotic people to a nation in need. It is also an enterprise of individual benefit. Through garden activities Americans in hundreds of thousands of households have learned new lessons in the joy of living. Last year's excursion into home gardening was to many a voyage of discovery as to the delights of the table when supplied with vegetables freshly gathered from the home garden. It was also a journey of exploration through a land of new healthfulness and strength revealed through the medium of outdoor exercise and wholesome vegetable diet.

The coming season should see the recultivation of every garden cultivated in 1917, and the addition of all the other garden-planting area available. During three and a half years of warfare the Allied nations have drained their agricultural resources to a point where productive possibilities are now at a minimum. The world's shipping facilities are so inadequate that the European food supply must necessarily come from America as the land from which shipments can be made with the least tax on the ships left available by submarine warfare. The time requirements for shipments from Australia and other remote countries are such as to be prohibitive. America is the one place upon which the Allies may depend for the feeding of their armies and populations. To enable America to do its share our home gardeners must recognize that they are war gardeners, and therefore vital to the success of the armies. They must produce foodstuffs on a tremendous scale, with the central thought that unending industry on the part of their gardens is the price of world-wide freedom.

As in 1917, the need is for Food Production F. O. B. the Kitchen Door. This means that it will be none too much if two or more war gardens are made to grow where one grew before, creating a vast aggregate yield at the points of consumption. By the same logic, there must be universal application of the simple principles of home canning and drying of vegetables and fruits. Last year the households of America created a winter supply of canned goods amounting to more than half a billion jars. This year they should make it more than a billion. To Food Production F. O. B. the Kitchen Door they will thus add a Food Supply F. O. B. the Pantry Shelf. By making themselves both soldiers of the soil and cohorts of conservation they will form a vast army of aggression—fearless, defiant,

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and invincible. With forces thus organized to support the military establishment America can conquer the alien foe and do her part to rescue and redeem civilization. Without these forces she is helpless. Neutrality on the food question is as impossible as neutrality in the war itself. In the great conflict we shall win or lose according to our solution of the food problem.

Let us plant gardens as never before, and grow munitions at home to help win the war.

AN ACCREDITED GERMAN AGENT IN WASHINGTON

BY DEMETRA VAKA

Many readers, familiar with her delightful books, and remembering her article on "England in Khaki," printed in The Outlook for April 18, 1917, will recognize Demetra Vaka as Mrs. Kenneth Brown. Born on an island in the Sea of Marmora, she knows Greece and the Balkans—and Turkey—as only a native of southeastern Europe can know them. With her husband, who is not only an author, but an experienced newspaper man, she has just returned from a journey of several months in Europe. Much of this time Mr. and Mrs. Brown spent in Greece and had occasion to become acquainted with the conditions there and to ascertain facts from the highest sources.—THE EDITORS.

ON December 5 we landed in America after a year's travel through England, France, Italy, and Greece. Everywhere we encountered the diabolically clever propaganda work of Germany, and often wondered how it was that the Governments of those countries were not able to fight this terrible menace more effectively. In France this propaganda everywhere sowed distrust of the English and caused an unbelievable number of intelligent Frenchmen to think that England was really planning to keep French seaports after the war. In Greece it convinced numerous Greeks that France was planning a "French protectorate" over Greece, and it insinuated to the French that by supporting Venizelos they were "playing into the hands of England." In England it preached pacifism, conscientious objections, and war weariness. Its effects in Italy have too recently been shown to need recapitulation.

We were in Salonika when America came into the war. We witnessed the intense joy of Mr. Venizelos and his followers at our entrance and the hopes with which it strengthened all the French and English soldiery. In the months that followed we heard on all sides that America was handling the war situation "with her customory thoroughness." In England the papers were continually holding up the United States as an example to their own Government, saying that America was no sentimentalist, that she understood every phase of the German propaganda, and was effectively nipping it in the bud.

One may imagine my dumfounded disappointment when, on our first Sunday in America, my eyes fell on page 11 of the New York "Times" and I read the following headlines:

> BULGARIAN MINISTER SAYS HIS LAND IS NOT OUR FOE. IN A REMARKABLE INTERVIEW STEPHEN PANARETOFF TELLS WHY HE THINKS WE SHOULD NOT DECLARE WAR—ADMITS HIS COUNTRY WILL CONTINUE FIGHTING.

I read the accompanying article and re-read it. Every line of the interview is the subtlest form of German propaganda I have yet seen in print. Perhaps it was particularly apparent to me because certain partisans of King Constantine and the Kaiser at Athens had informed me that "M. Panaretoff was a very valuable man for Germany." But even had I not known this fact his own words would have been proof enough.

First of all, this Bulgarian tells us that our Congressman, Mr. Miller, "seems to be uninformed on the great subjects that he would discuss in the American Congress."

Shaking the faith of our people in their own representatives is one way in which this Bulgarian serves William of Germany, for Germany plans to weaken our strength as an ally of England and France by bringing about mistrust of our Government in the minds of our people—as she so successfully has done in Russia and in Italy. She means to create Bolsheviki among us, and to finance them, and Mr. Panaretoff is her agent.

Then this representative of a nation whose army in its atrocious conduct is only second to that of Germany proceeds to utter lie upon lie in an effort to create public opinion against heroic Serbia. He says:

> So our only enemy in this war, recognized by us in an official declaration of hostilities, is Serbia. If it had not been for Serbia we would have been in the war to-day, not as an ally of Germany and Austria and Turkey, but as an ally of England and France and Italy and America. We stayed out of the war until October of 1915, hoping that the Entente Allies would guarantee us what we asked, which was no more than the restoration of our own territory. In May of that year—that is 1915—we submitted terms to Great Britain. They were, first, the restitution to us by Serbia of both the contested and the uncontested portions of Macedonia; second, the cession of Kavala, Drama, and Seres; third, restoration by Rumania of New Dobrudja, with the exception of Silistria; and, fourth, the restoration of the Enos-Midia frontier according to the London Treaty of May 30, 1913. In other words, we asked only for what had been taken from us wrongfully, and for the restoration of lands occupied by our own people who wanted to be restored to us.
>
> As our Prime Minister put it at the time, we were ready to fight for either side that would enable us to restore our national unity by recovering Serbian Macedonia. The Entente Allies urged Serbia to agree to what we asked, and the very thing that Serbia had admitted to be right before the second Balkan War. But Serbia refused and blocked the plan, although we had the hearty support of Paul Milukoff, the greatest of the Russian statesmen, who denounced the obstinacy of Serbia.

Is it conceivable that a Bulgarian should be ignorant of the true state of affairs in the Balkans? It is not, and hence every word Mr. Panaretoff uttered in this interview is a misstatement of the truth as black, as treacherous, as pregnant with German propaganda, as if Bernstorff himself had uttered it.

As I said before, my husband and I have been abroad a year studying the Grecian situation under circumstances which gave us every opportunity of getting at the truth. We have seen many official documents, and have verified all important points from ambassadors who were actors in the drama down there and from the Foreign Office in London. And unequivocally I can state that Serbia did *not* block the way to negotiations with Bulgaria, but consented to give up the territory demanded by rapacious Bulgaria, in an effort to keep the latter country from siding against the Entente.

As for the Greek provinces of Drama-Kavala-Seres, I have in my hands indisputable proof that they were offered to Bulgaria on August 3, 1915, to gain her neutrality.

And this Bulgarian Panaretoff questions the honesty of Mr. Roosevelt because he asserts that the Bulgarian Legation is furthering the interest of Germany. I do not know what proofs Mr. Roosevelt has against the Bulgarian Legation, but I do know that every statement of Mr. Panaretoff's in his interview is proof enough that this Bulgarian Minister is engaged in the most pernicious form of plotting, of which Germany is a past-master. Every word of his has an object in view. He seeks to diminish our admiration for our courageous and gallant ally Serbia. He makes insinuations against Italy and Rumania with the object of making the American people—who are not yet well versed in international affairs—believe that some of our allies are as contemptible as Bulgaria herself.

In this way, naturally, the number of malcontents who do not clearly understand why we are in this war will be increased. It will also help to dampen the enthusiasm of our soldiers for some of the nations on whose side we are fighting. And this is only a beginning, a beginning which, as I said before, it is hoped will lead to the creation of a Bolshevik movement in the United States. Are we going to permit this? Are we going to see our newspapers unconsciously lending their columns to this inspired propaganda? Are we going to see such men as Panaretoff acting as accredited agents of Germany to our Government? Or are we going to wake up and justify the great faith in our sagacity, in our forethought, in our astuteness, which our allies across the seas have in us?

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THE FIRES

BY JEAN BROOKE BURT

Day long the valley pants beneath the glare
Of shimmering sun; a smothering wind blows by
Hot from the desert, parching the brown bare
Earth beneath the pitiless summer sky.

High in the canyons of the dust-blown hills
Fires flame and spread, the thick smoke blurs
The air, the streams run dry, no water fills
The creeks below, no live thing stirs.

There is a hush; as from a long, dread dream
The valley wakes, and dusk, soft-fingered, cool,
Steals down the hills; there comes a gleam
Of water, phantom shapes of stream and pool.

Mysterious night, tender and wondrous calm,
Lulls the hot land to sleep; the red fires die;
Stilled are the horrors of the day's alarm;
Night sentinels, the stars, keep watch on high.

VISITORS ALLOWED—1 P.M. TO 5 P.M.

BY GEORGE M. MURRAY

WHEN I was a very small boy, my father used to take me to the zoo. There, with bulging eyes, I stood motionless before the cages of what to me were absolutely unique animals. And always, when I was safely home, exaggerating and enriching natural history for my companions, I was inwardly elated to think that no iron bars shut me in from the glorious world of marbles, haymows, bonfires and the resulting singed eyebrows.

To-day, for the first time, I am learning how those dumb creatures felt if, perchance, any of them were of sensitive dispositions. I have been through the ordeal of Visitors' Day at one of our best training camps. Cut from the outside world by a circular knife of barbed wire, I have watched the uncaged, and have been amused and saddened. Friends and relatives—time-honored attendants at every function—swarm down upon us like flies on the butter. That Boy in Uniform is, every one, his own Pied Piper.

It is a variegated crowd that he draws. Mothers are, of course, most prominent and most welcome. With eager and worried faces they wait at the gate, adjusting their hats and furs as if they were to be photographed. At the first sight of the boy the impatience becomes unconfined, while anxiety melts into a smile of sympathy, pride, and love.

"Why haven't you written?" begins the mother, after a glad embrace.

"I've had the grip," the son mutters, averting his look from his mother's eyes.

"There, father, didn't I tell you? They haven't given him any warm underclothes."

Father says something about the boy's getting hardened and beams approval on the six feet of young manhood that has already relieved his mother of bundles, the solid appearance of which screams, "Food!" The grand tour of the camp is now under way. The first thing mother will do when she gets home, regulation or no regulation, will be to parcel-post warm socks and underclothes to the boy.

Parents are the first to arrive. Half an hour or so later less intimate relatives and more intimate friends approach the gate. The American girl now draws near. As He—pardon the obsolete capital—comes up the walk to meet her, she stands on the tiptoes of her high-laced shoes and claps her hands in unfeigned joy. Color suffuses her face and mingles naturally with the gay bits of finery of her apparel. Surely, now if ever, she can kiss him, no matter who watches. No one, however, seems to notice save the sentry, who smiles and sighs simultaneously in a decidedly unmilitary manner. I have often been that sentry, but I have never had the heart to eavesdrop. What the girl says is for him. Perhaps some day some one will whisper something to me and me alone.

Still later in the afternoon come the gentlemen friends of the contents of the uniform. They, at first blush, are sheer curiosity. They gape at the sentry's gun, at his leggings, and even his shoes. Their opening remarks bear a striking similarity. There is an emphatic "Well!" and a sincere "How are you? How do you like it?"

An hour after the gate is open to civilians the process of inspecting the details of camp life is in full sway. Right here one begins to think of the lions and monkeys in the circus parade. He also resolves never again to watch them feed the animals. Hereafter the poor things, so far as he is concerned, may at least eat in peace. You look up from the Sunday letter home and see women's faces at the door. From this smiling cloud comes the deluge.

"You all sleep in here? Mercy, there must be a lot of snoring! Those funny things are *hammocks?* They look like a piece of salt-water taffy. You keep *all* your clothes in that *one* bag? My, I never could find *anything*. What's this—"

The Sunday letter ceases automatically. Here is a golden opportunity to become an adept in the universal art of question-asking.

The cloudburst develops drum-fire intensity. It requires infinite concentration to pick out the individual inquiry.

"Those are 'half-hitches'? A ditty box! Isn't that the funniest name? Oh, I love your soap and scrubbing-brush! Did you wash that suit? I think I'll send my laundry to you. Do you think I could climb into a hammock? Fall out in the middle of the night? Goodness, it's miles to the floor!"

Then come the mothers' questions—a gentle, soothing shower of them: "Can you keep your feet warm in a hammock? Is it as comfortable as a bed? Do you get to bed early? Nine o'clock! That's right, you must be all tired out. Couldn't you use feet-warmers? Do you get *enough* to eat? Remember, let me know if you feel the least bit sick, and go straight to the doctor. What do you want me to send you?"

You are seized with a violent fit of scribbling, wherein you inform your mother that you sleep like a log and never felt better in your life.

So the long afternoon passes. The unvisited animals become restless. They perform for the spectators. They tie the fanciest of knots, confident the average civilian knows nothing about that science. They unroll and roll clothes, demonstrating what a neat bundle is made by the rotary method of folding. They accept cigars, cigarettes, and confectionery just as the elephant takes his peanuts. Kind-faced elderly ladies, their knitting bags dangling before them, promise sweaters and wristlets with an abandon that makes one fear for fulfillment. Small sisters and brothers don *real* sailor hats, while shouts of excitement emerge from heads of low visibility. The older youths air their Boy Scout knowledge, semaphoring with the speed of a first-class signal man.

Why, it's as good as a picnic or clambake! Yes, it's fine, so long as the sun is high in the heaven, but now the shadows have suddenly deepened and grown long. The blue, high over the riotous trees on the western hill, has become a dull red. The visitors are now in small groups, talking earnestly and softly to those they have come to see. The visited are thinking of lamp-light and soft chairs, and the visitors of noisy mess-halls and pine benches. There isn't much to be said under such circumstances. But then words, as some one long ago intimated, do not always speak loudly.

One by one, the civilian groups depart. The girls no longer ask questions or radiate enthusiasm. Mothers, looking deep into their boys' eyes, communicate a silent message of confidence in the present and hope for the future. Fathers stand erect and grip tightly the hands held out to them, a man-to-man farewell.

The quick, metallic notes of a bugle sounding "mess gear" send the stragglers scurrying to the gate. Motors rattle, horns wheeze, and all is silent, save for the sound of feet scuffling into the mess hall.

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WEEKLY OUTLINE STUDY OF CURRENT HISTORY

BY J. MADISON GATHANY, A.M.
HOPE STREET HIGH SCHOOL, PROVIDENCE, R. I.

Based on The Outlook of January 9, 1918

Each week an Outline Study of Current History based on the preceding number of The Outlook will be printed for the benefit of current events classes, debating clubs, teachers of history and of English, and the like, and for use in the home and by such individual readers as may desire suggestions in the serious study of current history.—THE EDITORS.

[Those who are using the weekly outline should not attempt to cover the whole of an outline in any one lesson or study. Assign for one lesson selected questions, one or two propositions for discussion, and only such words as are found in the material assigned. Or distribute selected questions among different members of the class or group and have them report their findings to all when assembled. Then have all discuss the questions together.]

I—INTERNATIONAL AFFAIRS

A Topic: Russia in a Trap; An Answer to a Proposal of Peace.

Reference: Page 41; editorial, page 45.

Questions:

1. What has The Outlook said that shows that the Russian Bear is in a trap? 2. Do you think England and France wise or unwise in refusing to join Russia and Germany in peace parleying? Reasons. 3. What seems to you to be the German idea of peace? 4. Give your opinion of a peace effected by the Bolsheviki. 5. Are the Bolsheviki Russia? If not, who is? 6. What kind of leaders does Russia need just now? State and discuss qualifications of such. 7. Discuss the aptness of the story told by The Outlook in its editorial on peace on page 45. Is the parallel plain and the meaning of the parable clear? 8. Is The Outlook too severe upon Germany in its statement of the conditions of peace? 9. Discuss the saneness and the justice of The Outlook's explanation of "what we want and what we do not want." 10. Have you yet read Henry van Dyke's book, "Fighting for Peace"? If not, do so at once. It is published by Scribners. Read also a new and very valuable book, "Inside the Russian Revolution," by R. C. Dorr (Macmillan).

B. Topic: Mania Teutonica.

Reference: Pages 58–60.

Questions:

1. What are Professor Jastrow's convictions that constitute his pacifism? Compare this sort of pacifism with the contemporary idea of pacifism. 2. Professor Jastrow believes Germany has gone mad. In his opinion, what kind of madness is it that possesses Germany? How does he account for it, and what does he believe is its only cure? 3. What contrasts does Professor Jastrow bring out between Germany's mania under military form and the Allies' attitude toward and conduct of war? 4. Professor Jastrow says that the German mania proceeds upon cultivated intellectual soil. Who prepared this soil? How was it prepared? 5. How many reasons can you give as to why Germany secretly betrays the good faith of nations? Illustrate. 6. How much are you indebted to Professor Jastrow and The Outlook for the privilege of reading this article? Give several specific reasons. 7. Two valuable books to read in connection with this article are "What Germany Thinks," by T. F. A. Smith (Doran), and "Germanism From Within," by A. D. McLaren (Dutton).

C. Topic: Japan's War Problems.

Reference: Pages 52–54.

Questions:

1. What are the reasons given by Dr. Iyenaga explaining why Japan is not fighting on the European battlefields? 2. Do you consider his reasons sufficient and convincing? Tell why or why not. 3. How has Baron Ito shown that the interests of Japan and America in China are not incompatible, are not antagonistic, and are not destined to collide? 4. State and discuss reasons why the friendly relations of Japan and America should be even more firmly cemented than they are now. 5. What do you know about Japanese national characteristics, religious beliefs, moral ideals, economic conditions, education, manners, customs, immigration to America, Socialism, and diplomatic relations between Japan and America? 6. The following books should be read: "The Japanese Nation," by Nitobé (Putnams); "Over Japan Way," by Hitchcock (Holt); "Bushido," by Nitobé (Putnams); "Japan in World Politics," by Kawakami (Macmillan); "Japan to America," by Mosaoka (Putnams).

D. Topic: Free Poland.

Reference: Editorial, pages 45–47.

Questions:

1. Present facts supporting the first sentence of this editorial. 2. What does The Outlook say about "the spirit of Poland since the Middle Ages"? Add several other evidences. 3. What is the Polish question? How does The Outlook believe it should be answered? Why does it hold to its belief? 4. State the purpose and describe the work of the Polish National Committee. Do you approve of it? 5. What reasons are there for believing the fact of the last sentence of this editorial? 6. If you are interested in a further study of this important topic, read "The Second Partition of Poland," by R. H. Lord (Harvard University Press); "A Brief History of Poland," by Julia Orvis (Houghton Mifflin); "The Reconstruction of Poland and the Near East," by Gibbons (Century).

II—NATIONAL AFFAIRS

Topic: Making Bricks Without Straw; Democracy in War

Reference: Pages 47, 48, and 39.

Questions:

1. What are the conditions set forth by Major-Generals Greble and Wright? 2. Who is responsible for this? Discuss. 3. Could such conditions have been avoided? Explain. 4. What suggestions can you offer on the conduct of the war? 5. What points are brought out on page 39 by Mr. Fenton? Give your own opinion of these.

III—PROPOSITIONS FOR DISCUSSION

(These propositions are suggested directly or indirectly by the subject-matter of The Outlook, but not discussed in it.)

1. Nations cannot be handcuffed together, they must grow together. 2. Democracy cannot conduct war effectively.

IV—VOCABULARY BUILDING

(All of the following words and expressions are found in The Outlook for January 9, 1918. Both before and after looking them up in the dictionary or elsewhere, give their meaning *in your own words*. The figures in parentheses refer to pages on which the words may be found.)

Moral mentors, contemporaries (45); mania, insanity, fanaticism, aberrations (58); tonnage, taels (53); Poland, Middle Ages, Napoleonic era (45).

A booklet suggesting methods of using the Weekly Outline of Current History will be sent on application

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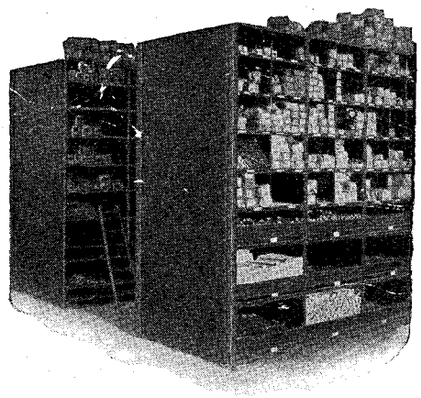

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THE NEW BOOKS

This Department will include descriptive notes, with or without brief comments, about books received by The Outlook. Many of the important books will have more extended and critical treatment later

FICTION

Cabin Fever. A Novel. By B. M. Bower. Little, Brown & Co., Boston, $1.35.

Girl Beautiful (The). By Jean K. Baird. The Penn Publishing Company, Philadelphia. $1.

Madame Sand. A Biographical Comedy. By Philip Moeller. Alfred A. Knopf, New York. $1.25.

What Never Happened: "A Novel of the Revolution." By "Ropshin" (Boris Savinkov). Translated from the Russian by Thomas Seltzer. Alfred A. Knopf, New York. $1.60.

BOOKS FOR YOUNG FOLKS

Adventures in Girlhood. By Temple Bailey. The Penn Publishing Company, Philadelphia. $1.

Letty and Miss Grey. By Helen Sherman Griffith. Illustrated. The Penn Publishing Company, Philadelphia. 60c.

HISTORY, POLITICAL ECONOMY, AND POLITICS

Great Problems of British Statesmanship (The). By J. Ellis Barker. E. P. Dutton & Co., New York. $4.

To discuss the world problems which are to be settled by the Peace Council which may be assumed to end the great war recalls the common proverb, "First catch your hare, then cook him." What such a council would decide, and even what such a council ought to decide, must depend absolutely on what the result of the war is. The author is finely optimistic and, we believe, is justified in his optimism. He says: "A new and a greater Britain is arising. The war may not only make the British Empire a reality, but bring about an Anglo-American reunion. The war, far from being an unmitigated evil, may prove a blessing to the British race."

Avowedly the book is a special study of war matters and the world future as regards Great Britain and of the attitude which Great Britain should take as to its foreign relations, the future of commerce, the liberty of the sea, and the questions relating to the Near East and the Far East.

History of Medieval Europe (The). By Lynn Thorndike, Ph.D. Houghton Mifflin Company, Boston. $2.75.

League of Nations. A Chapter in the History of the Movement. By Theodore Marburg. The Macmillan Company, New York. 50c.

Short History of England (A). By G. K. Chesterton. The John Lane Company, New York. $1.50.

POETRY

Ballad of Ensign Joy (The). By E. W. Hornung. E. P. Dutton & Co., New York. 75c.

Book of Verse of the Great War (A). Edited by W. Reginald Wheeler. Foreword by Charlton M. Lewis. The Yale University Press, New Haven. $2.

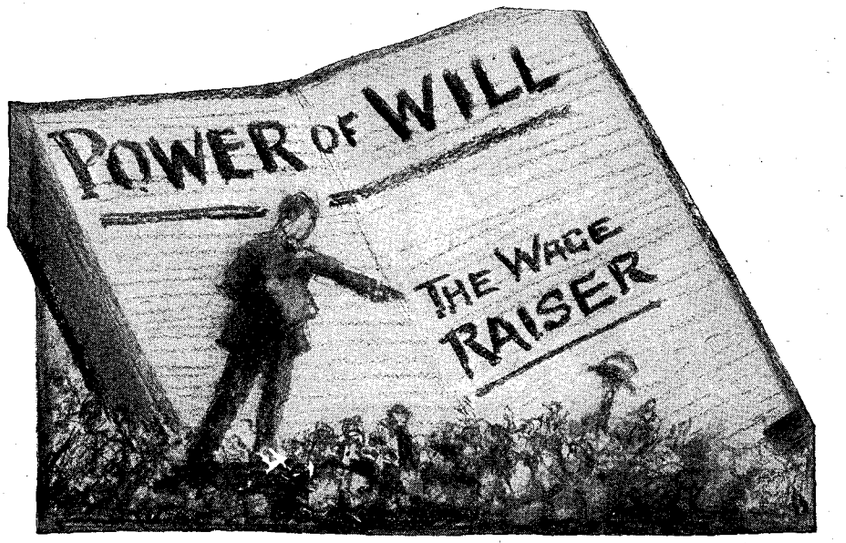
English Folk Songs from the Southern Appalachians. Comprising 122 Songs and Ballads and 323 Tunes. Collected by Olive Dame Campbell and Cecil J. Charp. G. P. Putnam's Sons, New York. $3.50.

Odes and Secular Hymn of Horace (The). By Warren H. Cudworth. Englished into Rimed Verse Corresponding to the Original Meters. Alfred A. Knopf, New York. $1.50.

TRAVEL AND DESCRIPTION

Land Where the Sunsets Go (The). Sketches of the American Desert. By Orville H. Leonard. Sherman, French & Co., Boston. $1.35.

There is a spark of genius in this unusual book; whether that spark can ever be fanned into a flame one may not know. The American Desert is sketched here in prose and verse—both showing crudities and aridities, like the author's theme, but with something of the color, the romance, the atmosphere, the poetry of the desert itself—that desert whose lure ever holds the man who has once felt it. The alternate



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How much are you making? Yes, YOU. We ask you for your own sake—not out of idle curiosity. Are you getting $2.50 a day? Or is it $3, $4, $5, $7, or $10?

Are you satisfied with what you are earning? Or are you always dissatisfied—without doing anything to *make* it more. But maybe this isn't your fault. Maybe you don't know how to GO ABOUT making more. Lots of men are that way. Millions of them. Yes, millions! And they're not to blame either. They'd do more, they'd earn more, if they only KNEW HOW—right down in their hearts they're willing enough. They're just as anxious and ambitious, and thrifty, and hopeful, and earnest as anybody else. Only they just don't seem to understand the KNACK of making more wages. How—how to do it. It's easy enough to TALK about it, but the thing is—to DO it.

The reason you KNOW it can be done—your proof that YOU can do it—is simply the fact that OTHER men are doing it. Did you ever stop to think of that? What right have you to believe YOU can't do what OTHER men do? What right have you to constantly belittle your own ability in your own mind? Maybe you've been doing this for years, unconsciously. It's just like a fellow deliberately picking his own pocket, day after day.

Now, the whole thing depends upon a man's will power. He may have brains and ability, but if he hasn't the WILL power, he'll never MAKE IT. Your WILL is the secret of it all. Your WILL is your paymaster—not the boss, as you've always supposed. Your WILL is the authority that decides whether you will always earn ORDINARY wages or two, three or ten times that amount.

What is "will"? you ask. What is the thing—really? You know what the word means, you've often heard it, you know how the dictionary defines it. But even now maybe you really haven't figured out what "will" really consists of—and why it's the real foundation upon which rests every man's destiny.

That thing called your Will is just like one of those dummy engines you've seen hoisting freight to the deck of a steamer. The Will is a little engine in the brain—a little engine with big power. This engine works smoothly and surely the more it's used. It grows rusty and useless unless working constantly. It's the thing that hoists you as high as you want to go in life. Its lifting power is unlimited! Once you get the simple knack of its operation, you are a different man, a better money-maker, a stronger personality that soon GIVES orders instead of TAKING them. And then you have a deep inward satisfaction over the results you get from it day after day—the things you see it do, right before your very eyes—this Engine of your Will. Why, you get so you can start it going at any instant, at any place, under any circumstances—and IT WILL ALWAYS DO THE WORK. It will always carry you to where you want to go. It will always get for you the things you want to get—you, who always thought a motor car, a fine home and a good bank balance were things OTHER men had but you NEVER COULD!

"Power of Will" is a miracle book—that has shown men how to double and treble and quadruple their incomes—ordinary men—average, every-day fellows—not educated or brilliant people—not geniuses—but plain, ordinary, work-a-day men, who are ambitious, who are fighting hard to increase their incomes, to lift themselves up, to BE more, to DO more and to HAVE more.

Men in all walks of life—the average man—can make more money through reading "Power of Will." Clerks, bookkeepers, stenographers, office workers, salesmen, agents, traveling men, plumbers, electricians, mechanics, conductors, motormen, truckmen, men in all the trades, men not-doing-so-well in businesses and professions, doctors, dentists, specialists, lawyers—this is the book for ALL men—the Universal book, for many men of many minds.

No man can read it and not be "a changed man." No man but who will emerge from its magic pages with a stronger grasp on his future—a surer understanding of what he CAN do and has all along been able to do, but didn't THINK he could. You are one of these men—and this book is for you.

Ordinarily, BOOKS may mean very little to you. You may think success is something that can't be learned out of a book. But you are wrong—wrong as you can be. Abraham Lincoln found success through books—the greatest men that ever lived got their beginnings out of books.

YOU can do the same, and "Power of Will" is the book you must read. It is full of surprises. It tells you how you can exercise and develop your will power just as you can exercise and develop your arms and legs. The book is clearly written, easily understood by any man—no high-sounding mental science talk to puzzle you—no theories or empty discussion—solid meat all the way through that feeds you the stuff you need—practical things you CAN do—practical things you WILL do! It can make your will as firm as iron—it will give you the determination that will carry you over the top and into the Trenches of Prosperity, better living, a bigger income—more pleasures for you and your loved ones—more things worth while.

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DO GERMS and CLIMATE CAUSE CATARRH, COUGHS AND COLDS?

R. L. ALSAKER, M.D.

By R. L. Alsaker, M.D.

AUTHOR OF "CURING CATARRH, COUGHS AND COLDS"

Dear Doctor Alsaker: I have had catarrh since boyhood, and now my two children have it. During the fall and winter months my wife suffers with bad colds and the children frequently have a bad cough or sore throat.

We have taken treatment from local physicians, using the medicines prescribed; we have used sprays and salves, but have derived no lasting benefit.

We live well, eating and drinking whatever we want, but we do not dissipate in any way. Our family physician tells us that catarrh is caused by germs. Another doctor told us to blame it on the climate. If germs and the climate are the cause of these annoying troubles of the nose, throat and lungs, I don't see how any of them can be prevented, or even cured. What have you to say on the subject? J. B. W.

THIS family is no exception. The majority have catarrh, either chronic or acute. Catarrh of the head is annoying—and filthy. In the throat it causes irritating cough. When it is seated in the chest it is called bronchitis. If allowed to continue, the bronchitis becomes chronic and robs the individual of refreshing sleep, comfort and health. It weakens the lungs and paves the way for pneumonia and consumption.

Catarrh of the stomach and intestines points toward indigestion. So does catarrh of the liver, which produces various ills, such as jaundice and gall-stones, often ending in disagreeable and painful liver colic.

Catarrh sometimes causes earache, headache and other forms of pain, and it lays the foundation for many diseases.

This gentleman says that he lives well, but no one lives well who is ill. That is poor living. He can continue to eat what he likes, and grow healthy, if he will only learn how.

He thinks that germs and the climate are to blame, and as germs and climate are everywhere, we are helpless. It is a tragic fate, or would be, if it were true, for we can't escape the omnipresent germs and climate.

But neither germs nor the climate cause catarrh. Catarrh is due to improper eating—so are coughs and colds—and these conditions can be prevented and cured through right eating. And here is how it happens:

When people eat as they should *not*, they get indigestion, which fills the stomach and bowels with acid, gases and poisons; a part of these abnormal products are absorbed into the blood, which becomes very impure and the whole body gets acid. The blood tries to purify itself, and a lot of the waste attempts to escape by way of the mucous membrane. This causes irritation, and the result is colds and catarrhs.

The right kind of food, properly eaten, makes pure blood and produces health, vigor and strength. The right kind of food builds a sound body, puts catarrh, coughs and colds to flight, and paints roses on the cheeks.

Catarrh can be conquered quickly, surely and permanently. It has been done in thousands of cases. *If you have catarrh you have eaten your way to it.* You can cure yourself—you can eat your way out of catarrh into health, and while you are losing your catarrh you will rid yourself of other physical ills: The dirty tongue, that tired feeling, the bad taste in the mouth in the morning, the gas in the stomach and bowels, the headache, and other aches, pains and disabilities will clear up and vanish.

Catarrh is a luxury, not a necessity. Those who get it can keep it indefinitely. They should not complain, for there is knowledge at hand that will show them how to get rid of it and *stay rid of it.*

It is marvelous what the common foods do for the sick, when properly combined and intelligently eaten. Meat, fish, dairy products, eggs, cereal foods, potatoes, vegetables, fruits and nuts contain all the "medicinal" elements needed to build health or cure disease, if rightly used.

Health, barring accidents, is within your control. It is your privilege to break the laws of Nature and be sick, or you may observe them and be well. Your duty to yourself and your country is clear, for the Nation needs healthy men and women in this crisis. Health, which is principally the effect of foods rightly used, will win.

In my new book *Curing Catarrh, Coughs and Colds* I have explained the true cause of these annoying troubles and have outlined a pleasant plan of living that cures these ills and prevents a return.

It costs nothing to put this splendid plan of living into practice. You don't have to buy medicines or special food You don't have to pay doctor bills or go to health resorts. Simply follow these commonsense instructions regarding the care of the body and the correct use of the *foods you like.* Don't take my word for the splendid results obtained, but prove it in your own case and in your own home.

ANNOUNCEMENT: So much nonsense has been written about health and foods that it is a relief to find a book which shows that the writer knows his subject from the ground up—knows it so well that he does not need to use a lot of so-called scientific expressions and technical terms to hide any want of knowledge. Dr. Alsaker is a regular medical graduate, a physician in active practice who has proved his knowledge in guiding the sick back to health. In reviewing Dr. Alsaker's works the New York Tribune says: "Written by a competent professional authority, they are fitted for the instruction and profit of the laity; being simple, direct and non-technical. They contain no scientific disquisitions; they exploit no fads; they recommend no impossibilities." Dr. Alsaker is a new type of physician. He specializes in health, not disease. In *Curing Catarrh, Coughs and Colds* he tells you in plain English how to get rid of *Catarrh* and how to avoid "catching" coughs and colds. This is a new and broad idea—to teach the sick how to return to health and how to remain healthy. He says: "Health is the result of correct knowledge of living put into practice and it is the physician's duty to supply this knowledge." Send only one dollar for this book of health knowledge, with ten cents additional (coin or stamps) to cover postage and packing—Follow instructions for one month, then if you are not entirely satisfied with the improvement in your health return the book and your money will be refunded. *Curing Catarrh, Coughs and Colds* teaches the truth and nothing but the truth. It will show you how to live better for less money and how to have better health through better living. FRANK E. MORRISON, PUBLISHER of Educational Health Books (Established 1889), Dept. 114, 1133 Broadway, New York City.

The New Books (Continued)

pull of "home" and desert is thus suggested in "Desert Witchcraft:"

"They're sleepin' soft in the good ole home an' a-wishin' fer me there,
An' I hone ter see fruit blossoms in May an' ter hear the crunch of snow,
An' I want ter smell the Atlantic an' breathe its salty air,—
But the wind o' the desert has wrapped me round and won't never let me go."

RELIGION AND PHILOSOPHY

Protestantism in Germany. By Kerr D. Macmillan, President of Wells College. Princeton University Press, Princeton. $1.50.

These recent lectures on the L. P. Stone Foundation at the Princeton Theological Seminary exhibit a type of Protestantism peculiar to Germany. Lutheran Protestantism, submissive to the "divine right" of princes, has kept the people in perpetual tutelage under a form of absolute monarchy. Calvinist Protestantism, on the other hand, has been the nurse of democracy, a political liberator. In sad distinction from other civilized nations, as Dr. Macmillan remarks, "however well the Germans have been trained to perform the functions of scholars, soldiers, peasants, or what not, they have never had the training requisite to their becoming fair-minded, well-balanced, mature men." To this he attributes their "childish" characteristics to-day as centuries ago—"the same arrogance and intolerance, contempt of criticism, and radiant consciousness of righteousness."

WAR BOOKS

Don Hale in the War Zone. By W. Crispin Sheppard. Illustrated. The Penn Publishing Company, Philadelphia. 60c.

Foreign Policy of Woodrow Wilson (The) 1913-1917. By Edgar E. Robinson and Victor J. West. The Macmillan Company, New York. $1.75.

This volume should be of practical and permanent value in the libraries of newspapers and for all those who wish to study closely the records and official documents which preceded or immediately followed America's entrance into the world war. The documents themselves are preceded by an analysis of President Wilson's foreign policy from 1913 to 1917, with many cross-references to the documents which follow. This statement is almost entirely a presentation of facts rather than an argument as to what our policy was, should have been, or was not. The work is an admirable piece of book-making, and its reference value, as we have already indicated, is great.

History of the World War. By Frank H. Simonds. Vol. I. Doubleday, Page & Co., New York. $3.50.

Mr. Frank H. Simonds is one of the ablest of the current military interpreters of the war. He has, for a civilian, a remarkable knowledge of military strategy coupled with the ability of a journalist so to interpret military movements that the unexpert reader can understand them. He possesses a historic background and democratic sympathies. The former enables him to interpret military movements by their analogy to military movements in past great campaigns, especially the Napoleonic ones. The latter enables him to forecast the future with something of a prophetic vision. His description of the Battle of the Marne is admirable and is preceded by an interpretation of the perplexing events which preceded the battle. It should be added that while Mr. Simonds's sympathies are wholly with the Allies, he is not wholly free from some anti-English prejudices.

Trench Fighting. By Captain F. Haws Elliott. Illustrated. Houghton Mifflin Company, Boston. $1.50.

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DEPARTMENT OF INDUSTRIAL PROGRESS

Believing that the advance of business is a subject of vital interest and importance, The Outlook will present in this department each month an article treating some phase of the country's commercial development. These articles will be educational in character and will set forth in a comprehensive way the industrial upbuilding of the Nation. This department is designed to be of service to readers of The Outlook, and inquiries in regard to industrial subjects will be answered by letter or in these pages. All letters of inquiry should be addressed to the Industrial Editor of The Outlook, 381 4th Ave., N.Y.

THE STORY OF THE AUTOMOBILE TIRE

ONE of the most astounding stories of modern industrial life is that of rubber and the development of the pneumatic tire. At a recent dinner at the Waldorf in New York a prominent manufacturer made the statement that the three most important things in the industrial world to-day were steel, concrete, and rubber. With the chemists of all companies working to find new uses for rubber, it is very probable that before many years the position will be changed and it will be rubber, steel, and concrete. Whether this be true or not, it is an admitted fact that to-day rubber is one of the most universally used of the world's crude materials.

The enormous increase in the world's consumption of rubber is largely due to the tremendous output of automobile tires by American manufacturers. Some interesting figures on this point are given in a succeeding paragraph.

WHERE DOES RUBBER COME FROM?

The chief sources of the world's supply of rubber are the Para and Manaos regions in Brazil, the Congo of Central Africa, Central America, and Ceylon and the Far East. Wild rubber had its origin in the Amazon Valley in Brazil. Para, Brazil, is the seat of the world's raw rubber market. Here are the great rubber warehouses, and every inhabitant is interested in the rubber traffic in some way. From this center the natives go forth into the dense forests and collect as much raw rubber as they can find means to carry. This is done by tapping the trees and allowing the juice to drip out into bowls. This is then stirred with a stick which is slowly turned over a smoky fire, and to which the sticky juice adheres until a ball or "biscuit" weighing eighteen or twenty pounds is formed. Then the rubber is ready to be carried to the nearest shipping point.

Even in the Congo in Africa the natives are now pretty well civilized, and are being organized by the big rubber companies. Now these wholesale companies have their agents out among the natives, and thus deal directly with the men who take the rubber from the forests.

About fifty years ago the Government of India began to experiment on rubber growing and voted a considerable sum of money for that purpose. They finally succeeded in transplanting rubber seedlings, and soon the scientific cultivation of rubber trees was under way in Ceylon and other parts of the Far East. It was soon realized that the trees, if scientifically tapped, would yield for ten months out of the year, and thus a greatly increased output of rubber was made possible. The cultivation of plantation rubber is distinctly a British enter-

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That's what you will say if you prepare the blade of your razor in the scientific manner.

Magnified 1000 times the edge of a razor blade (ordinary or safety) looks like a cross-cut saw. Between the microscopic teeth moisture collects and tiny particles of rust form.

It is this indiscernible rust that makes your razor pull and hurt your face. And it is this rust you must prevent. Stropping only breaks off the rust after it is formed. Nor can you wipe a blade dry enough to get all the moisture from between the invisible teeth and prevent rusting.

Therefore, do this: Put a few drops of 3-in-One on the strop occasionally, to keep it soft. Before and after shaving, draw razor blade between thumb and forefinger moistened with 3-in-One. Then rust will positively not be able to form.

Do this and you will be gladly surprised at how smooth a shave can be. Futhermore, you will get more shaves out of a "safety" blade than you ever did before.

3-in-One is sold by all good hardware, sporting goods, drug and general stores: 1 oz., 15c; 3 oz., 25c; 8 oz. (½ pt.), 50c. Also in Handy Oil Cans 3 oz., 25c. If your dealer hasn't these cans we will send you one full of 3-in-One for 30c in stamps.

Free 3-in-One For You

On a postal card simply say: Send me your interesting circular, "A Razor Saver for Every Shaver," and a generous free sample bottle of 3-in-One Oil.

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The Story of the Automobile Tire (Continued)

prise and was developed largely by British capital.

In 1900 Ceylon exported three and one-quarter tons of rubber and the Malay States none. In 1906 their combined exports amounted to 576 tons and in 1915 they exported a total of 101,200 tons. For 1916 the estimate is 135,000 tons, which is almost double the world's supply in 1907, and about seventy per cent of the enire world's output in 1916. London is to-day the big market for rubber because of the plantation companies which are controlled by British capital.

TIRE MAKING—A GIANT INDUSTRY

The ability to absorb the vast and rapidly increasing output of rubber is due to the many new and varied uses to which it is put. The war has made tremendous demands upon it. The motor trade has taken an enormous amount, and the increased consumption in the United States will continue to take care of a large percentage of all available crude rubber. The consumption of rubber in America has more than doubled since 1914. In 1916 this country consumed 114,000 tons, or sixty-four per cent of the world's output. The Goodyear Tire and Rubber Company alone used twelve per cent of the world's output. A large part of this went into automobile tires.

Just as Detroit suggests automobiles, so Akron, Ohio, suggests tires. Here the tire industry has found its fullest development. Every day in the year an average of 50,000 tires are turned out. There are over twenty rubber companies in Akron, and one of the largest of these plans to extend its individual output to 50,000 per day before the end of this year. This company is doing a business of more than $120,000,000 a year, and occupies ninety acres of floor space.

The war has brought a tremendous additional demand for tires of all kinds and sizes. Thousands of motor trucks are in use at the front and must constantly be supplied with fresh tires. In addition, there are motor cars of all types, ambulances, despatch cars, motor cycles, airplane wheels, all of which depend upon American tires for full efficiency. And the tire manufacturers of Akron and other American cities are responding to this demand and are turning out tires at a dizzy rate.

THE DEVELOPMENT OF THE PNEUMATIC TIRE

The pneumatic tire had its origin in England and its birth certificate will be found in the patent registered on December 10, 1845, by R. W. Thomson. The invention was first tried on carriages, and in the "Mechanics' Magazine" of April, 1847—over seventy years ago—we find the following announcement: "Messrs. Whitehurst & Co., coach builders, have acquired from Mr. Thomson, the patentee of aerial wheels, the rights for applying them to all kinds of vehicles. These wheels give to carriages a gentleness of motion absolutely impossible to obtain by any sort of spring; they effectually deaden all noise from the wheels; they prevent bumping and shaking, and render traction considerably more easy than with ordinary wheels, especially on bad roads."

Thomson's invention, however, fell into such complete oblivion that the Irish veterinarian Dunlop might well have thought in 1888 that he was the original discoverer of the pneumatic principle when he first applied his single-tube tire to a bicycle. In 1888 London, as well as the United States, was absorbed by the bicycle craze, but only solid tires were used. John Dunlop, being of an inventive turn of mind, built for himself a pair of pneumatic tires. Everybody marveled at Dunlop and his odd tires, whose frequent explosions in the London streets were a source of much amusement to the bystanders. These tires were very crude. They consisted of strips of rubber cemented together to form a continuous tube, reinforced with linen torn from an old dress. For a valve Mr. Dunlop filched a rubber nipple from the nursery, to which he applied his son's football pump and pumped long and furiously. When the tire had been fully inflated, he squeezed the nipple and tied it firmly with string. Dunlop with this crude contrivance sensed the possibilities in the pneumatic tire and was finally able to start a factory and lay claim to patent rights which enriched him enormously.

But this early pneumatic tire was far from perfect; its worst fault was that it was not detachable, so that at the first puncture it was done for.

The first practical tire, easily detached on the road by the rider, was put on the market by Michelin, a large rubber goods manufacturer of France, who had been in business since 1832. Thus Michelin earned the title of "Père des Démontables." A few years later, in 1894, Michelin's tires reached their definitive and final form, the same as is used to-day on both bicycles and automobiles. Michelin was the pioneer in the application of the pneumatic tire to horse vehicles and automobiles. His first attack was upon the Paris cabs. So great was the success of this venture that by 1903 there were 4,500 cabs in Paris using pneumatic tires. In the Paris-Bordeaux race of 1895 Michelin was represented by a rough sort of motor car made at his own works and equipped with his pneumatic tires. His triumph was complete, and the pneumatic tire became a recognized part

NATIONAL
BISCUIT
COMPANY
Graham Crackers
as a Breakfast Food
Tomorrow morning, try a few crisp, appetizing N. B. C. Graham Crackers with milk or cream, hot or cold. Don't use sugar, as the Graham Crackers are sweet enough without. You will relish this delicious breakfast food. It will refresh you and strengthen you for the day's work.
N. B. C. Graham Crackers contain graham flour made of whole wheat ground on old-fashioned burr stones. They are appetizing, nourishing and satisfying.
INNER SEAL
TRADE MARK
Uneeda Biscuit

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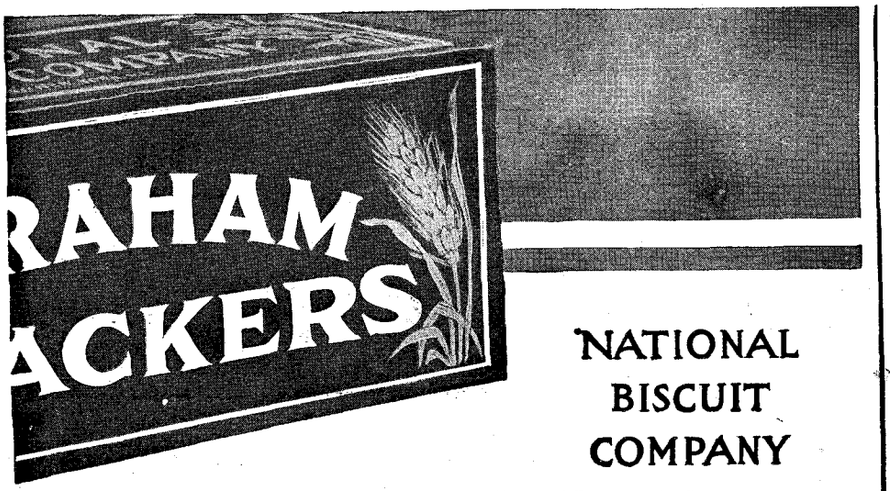

NATIONAL BISCUIT COMPANY

Oatmeal Crackers for Breakfast

Variety gives zest to any meal. One soon tires of the same food morning after morning. N. B. C. Oatmeal Crackers offer you a delightful change.

Try them for breakfast with milk—hot or cold. You will find them delightfully good and satisfying.

N. B. C. Oatmeal Crackers are very nutritious. They contain oatmeal in its most delicious form, slightly sweetened so that no additional sugar is required—thus assisting in the national economy of this article of diet.

Keep a few packages of this wholesome food on hand for breakfast.

of an automobile's equipment. From that day the progress of the pneumatic tire has been coincident with the development of the motor car itself.

A GLIMPSE THROUGH A MODERN TIRE PLANT

Crude rubber from South America reaches the factory in "biscuits," as previously described. The plantation rubber from Ceylon and Java comes in sheets, generally yellow in color. Every pound received is first carefully inspected as well as subjected to frequent chemical tests. These tests and inspections are only the beginning, for during and after every process additional inspections are made so as to insure a perfect finished product.

South American rubber, before it is washed, is placed in hot-water vats to soften. The rubber "biscuits" are then put between huge steel rollers, which tear them apart and then work them over again and again while streams of water wash them thoroughly. The rubber finally comes from these mills in long ragged sheets, and is examined by experienced inspectors to make sure that it is thoroughly clean. These strips are then hung on horizontal poles spaced into aisles, so that air can freely circulate all around the rubber. It takes from four to six weeks properly to dry rubber by this method. A second method is to hang the sheets on poles in a room heated from 90° to 105° F., where they are left from four to nine days, depending upon the kind of rubber. This method is adapted to high-grade rubbers and is used when the factory is in a hurry for stock.

After the rubber has been thoroughly dried it is ready to be mixed with the various ingredients which are used in compounding rubber to give it the desired quality. A certain proportion of sulphur is always mixed with rubber. It is impossible to use pure rubber alone in tires, because it does not possess the toughness to resist the grind of the road, and if used alone would soon wear out.

The rubber must next be applied to fabric by the process of "calendering." Fabric is to the automobile tire what steel girders are to a building—the frame or body. In it is the strength of the tire. Fabric is made of selected grades of cotton. One large tire company spends over fifty thousand dollars a year for inspection of fabric alone. When fabric is to be "frictioned" or impregnated with rubber, it is run between the calender rolls with the rubber, which is literally forced into it. Fabric treated in this manner is known to the trade as "frictioned."

This rubber-coated fabric then goes through several cutting and building up processes, the tires being built on iron cores which conform to the inside shape of the finished tire. The body, or "carcass," of the tire is next taken to the covering room, where the side walls and cover are applied and the necessary reinforcements of gum are added. The tire is now complete, but the rubber is still soft and uncured. There has so far been no chemical change. The tire needs application of heat under pressure to bring about the chemical changes which render it serviceable.

The completed tire is therefore placed in a steel mold, which in turn is placed in a "vulcanizer," a huge, oven-like steel container. For some time the tire is kept in the vulcanizer under pressure and heated by live steam. This brings about the chemical change in which sulphur plays an important part. The tire comes out of the mold a live, resilient, tough unit—in fact, the automobile tire as you know it. There are other processes of finishing and inspection which we need not describe here. You can now begin to realize what an output of 50,000 tires a day really means.

RECENT IMPROVEMENTS IN TIRE BUILDING

A recent improvement in tire construction has been the development of the cable-cord tire. The Silvertown Cord Tire was devised by John F. Palmer and a Mr. Sloper, of Silvertown, England. The body of this tire is built from cords which cross the tire at right angles to each other and are fastened by heavy wire staples. The cord tire has several advantages over the fabric one. It is speedier, can coast farther, and cuts down the gasoline consumption. The appearance of the cord tire on the American racing arena was marked by the shattering of all speed and endurance records. From sixty and seventy miles an hour cars climbed to ninety and one hundred miles an hour, and there was at the same time a reduction in the number of fatalities because tire "blow-outs" were fewer.

Development and experiments have brought the automobile tire to a magnificent stage to-day, but there is still room for improvement, as millions are still being spent by the rubber companies in experiment and research. One of the largest rubber companies spends approximately $500,000 a year in maintaining fleets of automobiles which tour about the country with the sole purpose of testing automobile tires under every conceivable condition. These experiments indicate that the evolution of the inflated tire has not yet reached the point where manufacturers can rest and say that it is perfect. For the tire manufacturer is not without his ideal—a puncture-proof tire that shall live forever.

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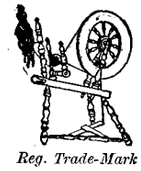
Bed Linens *and* Towels *at* McCutcheon's



Reg. Trade-Mark

Pure Linen Sheets, a very scarce commodity anywhere these days, are here in abundance, in every required size. We cannot guarantee present prices after the end of this month.

Of both Sheets and Pillow Cases we have literally thousands of pairs, and the greater part of these came from Belgium nearly two years ago; little or nothing has come out of Belgium since that time.

Linen Pillow Cases—$2.25, 2.75, 3.25, 3.50 to 6.00 per pair.
Linen Bolster Cases—$2.25, 4.50, 5.00 each.
Hemstitched Linen Sheets—
Single Bed, $10.50, 12.50, 13.75 to 32.50 per pair.
Double Bed, $14.50, 17.50, 20.00, 22.50 to 36.00 per pair.

10,000 Dozen Pure Linen Towels

Hemstitched, $3.50, 4.00, 4.50 to 42.00 doz.
Hemmed, $2.75, 5.00, 5.50 to 9.00 doz.
Bath Towels (Turkish), 25c, 30, 40, 50 to $3.00 each.

Now is the time to lay in a stock of Household Linens before prices go higher. They are bound to advance in the very near future owing to increasing scarcity of goods.

Orders by mail given special attention

James McCutcheon & Co.
Fifth Ave., 34th & 33d Sts., N. Y.

Magazines for U. S. Soldiers and Sailors Should be Current and Clean

Postmaster Patten, of New York City, invites attention to the fact that many of the unwrapped, unaddressed magazines mailed by the public at the one-cent postage rate for soldiers and sailors are useless for the purpose intended, some being so old as no longer to be of any interest, some are torn and soiled and unfit for further use, while others are of such character as to be wholly unsuited for reading matter for soldiers and sailors.

Publications mailed under the arrangement referred to should consist of clean copies of current or comparatively recent issues of magazines devoted to literature or containing matter of general interest. It should be borne in mind that the magazines are distributed merely in a very general manner and that it is not practicable to place those devoted to special subjects or which are merely of local or restricted interest in the hands of particular soldiers or sailors.

Many of the magazines are not suitable for the use intended, and the public is therefore requested to exercise discretion in this connection and mail only such magazines as will be appropriate and likely to be of interest to the men in the camps.

BY THE WAY

What is described as "the world's largest apartment-house" is just completed. It is situated on Madison Avenue, New York City, and covers two entire city blocks. There are 1,536 living-rooms, comprising 108 apartment suites. These suites rent at from $7,000 to $17,000 each. The cost of this great structure was about $8,000,000, exclusive of the land.

The standardized war truck designed by members of the Society of Automotive Engineers has been approved by the Government, so the "Automobile Trade Journal" reports, and orders for 10,000 parts have been placed. This means eventually ten thousand completed five-ton motor trucks for army use—probably the most gigantic fleet of standardized war machines that has ever been constructed.

A photograph of a family including members of five generations is published in a New York paper. The oldest in the group is Mrs. Margaret Varron, aged ninety-two; the youngest is Mrs. Varron's great-great-granddaughter, Arline Pokorny, aged one. "Little Miss Pokorny," the newspaper comments, "is considered by the neighbors to be the luckiest little girl in all the city, for if mother is too busy to comfort her childish sorrows there is grandmother to act. Or if grandmother is engaged elsewhere, great-grandma stands by. And of course if a poor little girl can't be cuddled and comforted by any one of these doting relatives, there remains great-great-grandmother as the court of last resort."

Apropos of "ordinary" and "identical" twins, mentioned recently in this department, a soldier in the One Hundred and Seventh Infantry (formerly the Seventh of New York) writes: "Arthur and Albert ——, twins, lived in my tent, and their corporal never learned to distinguish them. I have seen Artie 'repeat' on the mess line when Albert was absent. When twenty-six of us were drawn by lot to go to France, Arthur was picked and is overseas, while Albert is with us. I know his name is Albert but I do not know which one he is."

The queen hen of Minnesota, a subscriber writes, is called "Northwest Queen No. 117," and has a record of 235 eggs in twelve months. Another Western hen, "Mollie Wellington," coming from the milder clime of southern California, appeared in the New York City poultry show this winter with a record of 325 eggs in twelve months and 695 in two years and a half.

The unexampled gales and snowdrifts of last winter induced the Union Pacific Railroad to begin the construction of concrete snowsheds at exposed places on its line. The largest section has been erected at Rock River, Wyoming, near which place not only were there serious troubles on account of snowdrifts last winter, but the peculiar phenomenon of the blowing of sand was experienced. At one time during last February six inches of sand, containing much alfalfa hay, roots and all, was deposited on the top of the snowdrifts near Rock River.

The city man had gone on a camping trip with his six-year-old son, says "Harper's Magazine." The two were in the depths of a forest when the youngster startled his father by the following: "Dad, I can hear the cuckoo, but I can't see any clock."

A Dublin, Ireland, newspaper contains an item that in its genial irony suggests

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By the Way (Continued)

the amenities of old-time American frontier journalism: "Yesterday a correspondent of a City contemporary suggested a Municipal Museum. The Corporation could easily spare a few fossils to give it a start."

"Cornell University has the largest armory in New York State," Dr. Schurman, the University's President, is quoted as saying. "We have 2,100 rifles and there are 2,000 men constantly under military training. . . . There are 1,000 students of aviation at this school."

A cheering indication of a "good time coming," or already here, is that the Bowery "bread line" has disappeared for want of patronage. The unemployed of former years who waited in line on that thoroughfare of the proletariat for a loaf of bread to ward off starvation are seemingly all in possession of "jobs."

To the ordinary risks of sea travel the perils of steaming at night with lights out are now added. "Shipping" notes the increasing number of collisions due to this cause, and says that several cases have recently come before the courts involving novel points as to accidents caused in this way.

It is pleasant to read, in times when we fear all activities abroad are militaristic, this note from a "Paris letter" in the "American Art News:" "An exhibition of French art will be held at Madrid in the spring, at the same time as one of Spanish art in Paris. . . . Great encouragement and satisfaction have come to French artists and the French public from the success of recent exhibitions abroad. The one at Zurich in the autumn exceeded all expectations. Every nuance of modern French art seems to have been represented in it."

Yasnaya Polyana, Tolstoy's home, has, it is reported, been destroyed by a mob of peasants. Such news would seem incredible were it not for the fact that most revolutions witness outbreaks of insane destructiveness, the running amuck of groups of zealots who do not distinguish between friend and foe. That the memory of Tolstoy, the peasants' friend, should thus be assailed is a sad comment on the depths to which some of his countrymen have fallen.

The capture of Jerusalem by the British under General Allenby has revived an ancient Moslem prophecy, according to a correspondent of the New York "Sun," which declared that the conqueror of Jerusalem would enter the city on foot and that his name would be the combined names of God and the Prophet. General Allenby, the story goes, fits the prophecy; his name is considered to be a combination of Allah, meaning God, and *nehbi*, meaning the Prophet.

If a boy's ambition is to be a successful man of affairs, it would seem that he would do well to begin by selecting parents in very moderate circumstances. "Forbes' Magazine" shows that among fifty notably successful Americans only nine had "rich" parents, seventeen had parents in "moderate" circumstances, while the parents of twenty-four are classed as "poor." Among those whose parents were "rich" are J. Ogden Armour, Cyrus H. McCormick, J. P. Morgan, and Cornelius Vanderbilt. Those whose forebears were "poor" include Andrew Carnegie, Thomas A. Edison, Henry Ford, John D. Rockefeller, Charles M. Schwab, and F. W. Woolworth.

THEODORE H. PRICE & CO.

15 WALL STREET, NEW YORK

Are Prepared

To report upon the intrinsic value (as far as may be ascertained) of present or prospective investments for individuals, corporations or estates, and give counsel to those who may be seeking investments.

To negotiate special loans or find new capital for legitimate enterprises.

To undertake the sale, reorganization, merger or combination of growing industrial or commercial concerns.

To act as intermediary between bankers and business men when, as in many cases, the services of an intermediary are desirable.

To advise in regard to questions of financial or commercial policy.

With Mr. J. S. Raphael, who has been for a long time associated with him, Mr. Theo. H. Price has organized the above firm that the many requests for his counsel and services in financial and commercial matters that are constantly reaching him may be more intelligently dealt with. A reasonable charge (to be agreed upon in advance) will be made for services rendered.

CORRESPONDENCE INVITED

Warning!

This year YOU must pay an Income Tax

Don't feel that the new income tax does not apply to you—you may be pretty sure it does.

Single persons with incomes of $83.33 or more a month ($1,000 or more a year) and married persons with incomes of $166.66 or more a month ($2,000 or more a year) must file a statement of this income with the Government. It is only the income above $1,000 and $2,000 which is taxed.

This statement must be filed on a form which the Internal Revenue Representative in your community has. To locate him, ask your employer, the Postmaster, or any Banker.

Get the necessary form at once. Your statement must be filed before March first and you must not neglect it—for two reasons:

First: it is your patriotic duty in helping to win the war.

Second: there are severe penalties to be visited upon you if you do neglect it.

This announcement is published by The Outlook at the request of the Treasury Department to help the Government collect these taxes—and thus aid in winning the war.

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THE OUTLOOK CLASSIFIED ADVERTISING SECTION

Advertising rates are: Hotels and Resorts, Apartments, Camps, Tours and Travel, Real Estate, Live Stock and Poultry, fifty cents per agate line, four columns to the page. Not less than four lines accepted. In calculating space required for an advertisement, count an average of six words to the line unless display type is desired.

"Want" advertisements, under the various headings, "Board and Rooms," "Help Wanted," etc., ten cents for each word or initial, **including the address for each insertion.** The first word of each "Want" advertisement is set in capital letters without additional charge. Other words may be set in capitals, if desired, at double rates. If answers are to be addressed in care of The Outlook, **twenty-five cents** is charged for the box number named in the advertisement. Replies will be forwarded by us to the advertiser and bill for postage rendered. Special headings appropriate to the department may be arranged for on application.

Orders and copy for Classified Advertisements must be received with remittance ten days before the Wednesday on which it is intended the advertisement shall first appear.

Address: ADVERTISING DEPARTMENT, THE OUTLOOK, 381 FOURTH AVENUE, NEW YORK CITY

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VIA PANAMA CANAL

Direct, without change, on new American steamships.

NEW YORK — VALPARAISO

Stopping at principal ports of Peru and Chile. Illustrated folder and information on request.

FIRST SAILING
LATE IN JANUARY

U. S. & PACIFIC LINE

Passenger Department
104 PEARL ST., NEW YORK
Telephone Broad 5570.

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Tours of distinction to

Japan and China

New Zealand and Australia
South America
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Fascinating Fields—Frequent Departures
Details to the Taste of the Discriminating

Ask for the Book that Interests You

RAYMOND & WHITCOMB CO.
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Hotels and Resorts

MASSACHUSETTS

If You Are Tired or Not Feeling Well you cannot find a more comfortable place in New England than

THE WELDON HOTEL
GREENFIELD, MASS.

It affords all the comforts of home without extravagance. Outdoor sports if desired. Good sleighing and skating is now being enjoyed.

NEW YORK CITY

HOTEL
BOSSERT
Montague, Hicks, and Remsen Streets
BROOKLYN
TRANSIENT AND RESIDENTIAL

The science of conducting a hotel properly is at its highest when it is least apparent. This is exemplified by the cultured, livable atmosphere of the Hotel Bossert.
Send for illustrated booklet "B"

Hotel Le Marquis
31st Street & Fifth Avenue
New York

Combines every convenience and home comfort, and commends itself to people of refinement wishing to live on American Plan and be within easy reach of social and dramatic centers.

Room and bath $3.50 per day with meals, or $2.00 per day without meals.

Illustrated Booklet gladly sent upon request. JOHN P. TOLSON.

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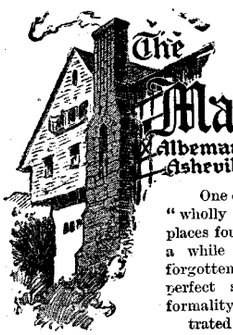
NEW YORK CITY

HOTEL JUDSON 53 Washington Square
adjoining Judson Memorial Church. Rooms with and without bath. Rates $2.50 per day, including meals. Special rates for two weeks or more. Location very central. Convenient to all elevated and street car lines.

NORTH CAROLINA



The Manor
Albemarle Park
Asheville, N.C.

One of those "wholly satisfying" places found once in a while and never forgotten; simple, perfect service, informality, concentrated comfort.

Write for Booklet "O."

Perfect Golf in a Perfect Climate

Make Reservation.

All other sports in perfection.

In America--An English Inn

Pinehurst
NORTH CAROLINA

Excellent Place To Winter Your Horses. Fine Track—No Mud, Best Stables in the South

Weekly events throughout season.

Also the Mecca for

Golf, Tennis, Trap Shooting, Rifle Range, Riding and Driving, etc.

THE CAROLINA — Now Open
3 excellent Hotels

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Pinehurst Office, Pinehurst, N.C.
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GREENACRE FARM
AIKEN, S. C.

Can accommodate guests who wish to rest and live outdoors in the ideal winter climate of the high pine and sand country. Excellent food and care. Furnished bungalows.

CAMDEN, S. C.

Sunny Rooms in Colonial House
Furnace, Private Baths, Open Fires
Delightful Gardens, Opposite Golf Club
P. O. Box 250, Camden, S. C.

Real Estate

NORTH CAROLINA

To Let, Furnished

A BEAUTIFUL WINTER HOME AT PINEHURST, NORTH CAROLINA

In the Land of Golf, Balmy Air and Brilliant Sunshine—An Ideal Place for Your Children

BOXWOOD COURT, one of the most complete estates in Pinehurst, will be leased for the winter season at a reasonable rental. The main part of the bungalow is two stories in height; the two wings are one story each. House contains seven master's bedrooms and five bathrooms, with two showers. Fireplaces in every bedroom. The living-room is a large, beautifully proportioned room, with beamed ceiling and ample stone fireplaces at each end. This room has been called "one of the most beautiful rooms in America." In addition, there is a den, with fireplace; handsome, sunny dining room; ample servants' quarters; and two garages. The house is completely and tastefully furnished, including silver, linen and blankets. Firewood is abundant and reasonable in price. The grounds, some 3½ acres in extent, are laid out in lawns, attractive shrub planting and beautiful gardens. Violets in bloom all winter. Pinehurst has good schools for children. For additional information and details address BOXWOOD COURT, Room 705, 18 East 41st Street, New York City.

Health Resorts

LINDEN Doylestown, Pa. **The Ideal Place for Sick People to Get Well**
An institution devoted to the personal study and specialized treatment of the invalid. Massage, Electricity, Hydrotherapy. Apply for circular to ROBERT LIPPINCOTT WALTER, M.D. (late of The Walter Sanitarium)

ROSE VALLEY SANITARIUM

Box D, Media, Pa. For treatment of disease by Osteopathy and allied physiological methods, including Fruit, Milk, and other Scientific Diets; Hydrotherapy; Massage; Corrective Exercise; Sun, Light, and Air baths, etc. Ideal for rest and recreation. Booklet on request.

IDYLEASE INN
Newfoundland, New Jersey

A quiet, restful health resort among the hills of northern New Jersey. Large sunny porch; dry, exhilarating air. All forms of hydrotherapy and massage under medical supervision. Believing that there is a curable physical basis for most chronic ailments, we seek the underlying cause through a scientific study of each individual case. Booklet sent on application.

Woodlawn Sanitarium For Epileptics
A high-class place combining facilities of a sanitarium with comforts and freedom of a private home. Established 1907. 8 miles from Boston. Individual treatment. Booklet.
DR. HAMMOND, West Newton, Mass.

Crest View Sanatorium
Greenwich, Ct. First-class in all respects, home comforts. H. M. HITCHCOCK, M.D.

Health Resorts

"INTERPINES"

Beautiful, quiet, restful and homelike. Over 26 years of successful work. Thorough, reliable, dependable and ethical. Every comfort and convenience. *Accommodations of* superior quality. Disorder of the nervous system a specialty. Fred. W. Seward, Sr., M.D., Fred. W. Seward, Jr., M.D., Goshen, N. Y.

THE BETHESDA, White Plains, N. Y. A sanitarium for convalescence, treatment and rest. Large, sunny rooms. Graduate nurses. Address for terms, Alice Gates Bugbee, M.D.

Dr. Reeves' Sanitarium

A Private Home for chronic, nervous, and mental patients. Also elderly people requiring care. Harriet E. Reeves, M.D., Melrose, Mass.

HELP WANTED

Business Situations

RAILROAD traffic inspectors wanted. $125 a month and expenses to start; short hours; travel; three months' home study under guarantee; we arrange for position. No age limit. Ask for booklet L 16. Frontier Prep. School, Buffalo, N. Y.

WANTED—A bright, active, and well educated young woman, who is likewise a first-class stenographer and typewriter. Answer in own handwriting, stating age, where educated, and business experience, though business *experience not absolutely* necessary. 5,580, Outlook.

Companions and Domestic Helpers

CAFETERIA managers, dietitians, matrons, housekeepers, secretaries, governesses, mothers' helpers. Miss Richards, 49 Westminster St., Providence. Boston, Thursdays, 11 to 1—16 Jackson Hall, Trinity Court.

YOUNG or middle-aged Protestant woman to assist mother in care of two children. 5,576, Outlook.

Teachers and Governesses

WANTED—Competent teachers for public and private schools and colleges. Send for bulletin. Albany Teachers' Agency, Albany, N. Y.

WANTED—Young man with experience as companion and tutor for boy fifteen years old. Will want the right kind of man for some time to come. Reference exchanged. Charles H. Wilson, Pittsfield, Mass.

DIETITIANS, $70. Family housekeeper, $100. Governesses, $50-75. Visiting resident teachers. School secretary, $50. Hopkins' Educational Agency, 507 Fifth Avenue.

SITUATIONS WANTED

Companions and Domestic Helpers

POSITION as seamstress with family or institution. 5,573, Outlook.

WANTED, by practical nurse, in private home, two small children to care for. Good home training. 5,574, Outlook.

HOUSEKEEPER.—Woman of education and refinement, thoroughly competent, desires position in family where servants are kept. Mrs. Bell, 124 West 82d St., New York.

WOMAN of refinement and experience desires position as companion or managing housekeeper. Capable of entire supervision of children. Best references. 5,577, Outlook.

YOUNG lady desires position as companion. 5,578, Outlook.

COMPANION.—Widow, accustomed refined home, age 35, willing to direct servants, excellent buyer, assist in every way. Good health, cheerful disposition. Write details. 5,581, Outlook.

Teachers and Governesses

ART curator or superintendent, by middle-aged woman of long experience. 5,569, Outlook.

EDUCATED Englishwoman desires few hours' governessing daily, New York, vicinity. English, French, German, etc. 5,584, Outlook.

WOMAN teacher, visiting or resident. English subjects, French, German, art, piano. 5,582, Outlook.

GRADUATE teacher of backward children wants position as resident tutor for backward child. New York University, Vineland Training School; speech-correction, stuttering, stammering. Experience nursing. Massage, corrective gymnastics, manual training, kindergarten. Entire training. Highly recommended by leading nerve specialists. 5,583, Outlook.

MISCELLANEOUS

THE Red Cross needs nurses. The Cooley Dickinson Hospital, Northampton, Mass., can train you. Send for information. A small hospital, excellently managed. Corps of experienced graduate nurses direct training school. University extension work for our school in Smith College Laboratory.

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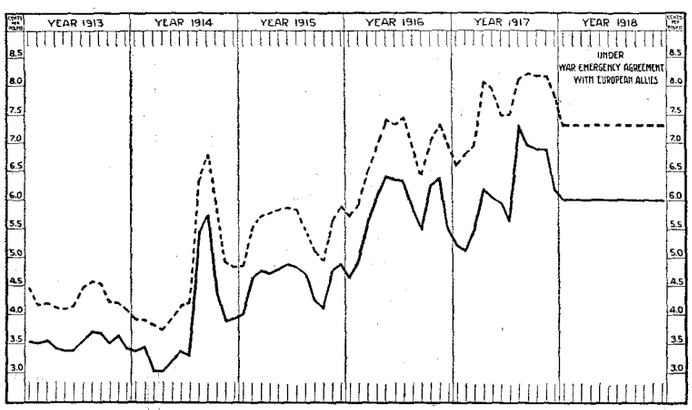
Why You Are Not Paying 30 Cents for Sugar

In April, 1917, the cables told of a plan proposed by Herbert C. Hoover, then in London, which he described as "a plan by which the Allies can consolidate under one head the whole purchasing of food staples from our market, and not only will competitive bidding be abolished, but by co-operative buying on our side we can arrange the proper balance between the rights of producers and consumers."

This plan was favorably received by the sugar refining industry which has been on a war basis almost from the beginning of the European War.

The war had brought the Allies into the Cuban market, resulting in severe domestic and international competition with no increased supplies. Naturally, prices of refined sugar, both to the American public and to the Allies, rose under this forced draft.



MARKET QUOTATIONS-RAW SUGAR AND REFINED GRANULATED SUGAR-YEARS 1913,1914,1915,1916,1917,1918-COMPARING AND SHOWING REFINING DIFFERENCE
RAW SUGAR —— (DUTY PAID PRICE) REFINED GRANULATED - - - - (NET WHOLESALE PRICE)

Domestic sugar refiners, since the outbreak of the European War not only have safeguarded the United States supply, but have maintained the lowest sugar prices in the world. This brilliant record is due largely to the fact that sugar refining is in the hands of large business units, with an excess of refining capacity sufficient to supply all domestic needs, and so far all demands of foreign countries.

In the spring of 1917 there was a serious attempt at the disorganization of the sugar refining industry, following a long series of attempts at destruction of sugar ships.

Accompanying these incidents were widely circulated sensational reports predicting a sugar famine and sugar shortage, causing widespread apprehension. At that time, even with the assurance of ample supplies on hand, retail sugar prices rose in some sections to 20 and 25 cents a pound.

The efforts of the American Sugar Refining Company to allay public alarm, to check hoarding, to accept a price less than that which it could easily have secured, and to distribute its product fairly and evenly among the trade, were of real public service.

While there were great supplies of sugar in far-away Java which ordinarily would have gone to Europe, yet the necessity for saving ships became so great that Europe turned to Cuba for even larger supplies than previously.

It takes a cargo ship 150 days to make a round trip between England and Java, while a round trip between England and Cuba can be made in 50 days. Under these circumstances and seemingly to avoid paying proposed United States war taxes on refined sugar the European Allies purchased in Cuba the sugar which ordinarily would have come to the United States in the fall months.

These conditions, and especially the necessity of saving ships, led the United States and the Allied Nations to urge upon the sugar industry the adoption by voluntary agreement of the original Hoover plan, under the authority of the Food Control Act passed August 10, 1917.

The cane sugar refiners and the beet sugar producers unanimously agreed to the Hoover plan as a patriotic act in the interest of the American people as an aid to the Allies.

This is the significance of the appointment by the United States Food Administration of the International Sugar Committee to which the Allies send representatives for England, France, Italy and Canada, and to which the United States contributes three members.

Upon the success of the operation of the International Sugar Committee under the direction of the Allied Governments, acting for practically half the civilized world, will depend the readjustment of the world's sugar markets. This plan is full of promise to all the nations party to the convention. It is an assurance that sugar, although comparatively cheap in view of war conditions, will not by reason either of competitive or speculative activity be increased in wholesale price.

Sugar will become stabilized in price with sufficient profit to producers, refiners and merchants to maintain and stimulate production and to cover the cost of refining and of distribution.

The marketing of Domino Cane Sugars in cartons and small cotton bags by this Company has helped amazingly during the pinch of the fall months, in giving a wide distribution among the retailers of the reduced sugar supply.

It will be necessary for grocers and consumers to watch carefully their distribution and purchases during the approaching period of readjustment. The refineries are now starting up and supplies of raw sugar coming forward, but it will take weeks, and possibly months, for the return of normal conditions.

Housewives can aid in conserving the sugar supply by buying these package sugars.

In war times and at all times it is our aim to safeguard the interests of the public we serve.

American Sugar Refining Company

"Sweeten it with Domino"

Granulated, Tablet, Powdered, Confectioners, Brown

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